



PROTEST
AND
SURVIVE







weekly

SchNEWS



Issue nine

10 February 1995

Published in Brighton

Free

arrestometer

CRIMINAL JUSTICE ACT

Hunt Sabs	103
Road protesters	16
Travellers	11
Live Animal Export	3*
Tree Defenders	2
Squatters	0

*at least 250 arrested under 1986 Public Order Act this year

CRAP ARRESTS OF THE WEEK

- 1 For throwing orange-peel
 - 2 For sitting on your own garden wall (Those ever vigilant Met. Police told a man watching the Shoreham fiasco to get off his own garden wall. He told them to fuck off and was then bundled over and arrested aged then.... eh, oh, sorry it was your cr house....)
 - 3 For criminal damage to a tape measure. (Three for this one - cost of tape £4.40.)
 - 4 All arrests under the CJA
- IF YOU'VE GOT ANY CRAP ARRESTS PLEASE SHARE THEM WITH SCHNEWS.

ATTENTION PARTY HEADS

Sections 63-66 of the CJA against raves became law last week. We have heard rumours of five systems seized in Manchester (two turbos worth £40,000 each) and London. Stories also coming in of police with dogs stopping parties in Wales. If you know any of these perpetrators of "repetative beats" call Advance Party on 081 450 6929 or United Systems on 081 959 7525.

"police fighting with the people outside my bedroom window" Chelsea, Aged 6

As exposed in last weeks SchNEWS nice-man Christopher Barret-Jolly (boss of Phoenix Aviation the firm that likes to say Yes to live animal exports) now has his home under round the clock police protection and two minders whither he goes..... Shoreham has, once again, kicked off. Here's the view of local resident Chelsea, aged 6: "please can you stop sending the animals in the boat because everyone's getting upset and my sister cries and i'm getting cross and sad because there frightened and the policeman fighting with the people outside my bedroom window"

Last Sunday was a busy one for the North East Freedom Network. About 100 people

Our story is set in Pollok Park, Glasgow, Europe's largest city-centre green space, 1018 acres of woodland, fields and riverside habitats and home to a variety of wildlife. Set inside this is Pollok Free State - a living, working daily defiance of the Criminal Justice Act and the M77 motorway which will slice straight through the heart of the park. Suddenly... one Spring Sunday along tromps Scottish Office minister and Conservative MP Allan Stewart, his son and four mates armed with loaded air-rifles. Mr Stewart tears down one banner and picks up a pickaxe facing protestors saying "Useful weapon a pickaxe; there's a lot you can do with a pickaxe". He resigned on Wednesday so as not to "cause any embarrassment to the Government" while his son and another are up on firearm charges. Of course, being an MP, he isn't up in court for "threatening and abusive behaviour". (see CRAP ARRESTS OF THE WEEK).

The next day... visiting protestors at Pollok, "appalled" at what is happening to the park, sat up a Wimpey crane for the next sixty hours. When they came down all nine were arrested for "aggravated trespass" now a

criminal offence under the Criminal Injustice Act. Two of the crane sitters are now on their second charge (after being arrested at the M65 the day the Act became law.) Peter has been bailed on condition that he "does not enter any building or construction sight (sic)". He remarked: "Does this include being in a room while someone's making the bed?" He added, "Stewart's got a horrible pair of lambs chops"

WORK HAS STARTED, with tree-felling at Newton Mearns; activists have locked onto, and confiscated (!) chainsaws, as evidence of breaches of E.C. law. Work is being held up, but more people are needed NOW. There are now three camps on the M77 route. The kamikaze car convoy "To Pollok With Love" set off from Oxford yesterday and will be calling in at Birmingham, Stoke, Lancaster, Preston and to their final resting place at Glasgow's No M77 protest camp. The cars - decorated along the route - will end up set in four feet of concrete to create a CarHenge in the path of the proposed road. Read the Love diary next week.

FEB12th BBC2 10pm 'The Road' Documentary on Soilsbury Hill

Road Alert tel: 01635 521770 fax 521660 e-mail: roadalert@gn.apc.org

Shoreham continues at what cost?

first marched to the construction site at Cradwell (i hope they had permission) stopping traffic on the way. Later they all met up again at Hexham MPs Peter Atkinsons house. Some strolled round the garden, while 15 decided to get a better view and climbed on his roof. Atkinson is the MP who recently stopped the anti-animal export legislation. 2 police cars arrived at his house but said they were happy to leave the demonstrators there - which shows Atkinson must be a really popular man.... Two Kent Hunt Sabs up for ag. trespass in Maidstone last week were fined £100 + £200 with £50 costs each. The prosecuting officer admitted he'd quoted the section of the Act relating to illegal rave parties,

because he had been incorrectly briefed. Both intend to appeal. A British Field Spokesperson said he hoped the verdict would force sabs to change their tactics. I think not.

The DIY conference circuit reaches Glasgow tomorrow and 'somewhere in the midlands' next weekend. Beginning at Crookesmere Middle school, snatted last month, it was held at Yr Enllys, Cardiff last week. See diary for details.

Sorry we printed the wrong phone no. for Small World. It's 071 272 5255. UNDERCURRENTS "the alternative news video" is still available. £5.50 unwaged/£9.50 waged inc. post from 46 Ryemers Lane, Oxford, OX4 3LB.

A photograph of a protest in a park. A large white banner with a red border is held up by two people. The banner has the text 'ABERDEEN AGAINST THE CRIMINAL JUSTICE ACT' in green and black. In the background, there are trees, a grassy field, and a building. Other people are visible in the background, including one person in a yellow vest.

ABERDEEN
AGAINST
THE CRIMINAL JUSTICE ACT



"Rent a mob"

CAMPAIGN AGAINST MILITARISM

- Fight for the right to join the army
- Fight for the right to refuse military service
- Fight for the right to protest

KILL
THE
BILL



20
-C3-10-103-
IN
Pollok
ESTATE
OKAY









IN MEMORIUM

St. Valentine's Day Massacre

BEECH - ASH - BOWAN - HAWTHORN
CHESTNUT - OAK - LIME - SYCAMORE - HOLLY
ELM - SILVER BIRCH - SCOTS PINE - WILLOW

FOX - ROE DEER - SQUIRREL - MOLE - SHREW
HENHENS - FIELD MOUSE - MINK - WEASEL
PIPESTRELLE BAT - BADGER

HONEY SUCKLE - BLUEBELL - RED CAMPION
WOOD GORREL - ROSEBAY WILLOWHERB - FERN
COLTSFOOT - SILVERWEED - GERMANDER
SPECKWELL - FOXGLOVE - SWEET CHELY
STITCHWORT - RASPBERRY - BRAMBLE

ROBIN - WREN - BLACKBIRD - SPARROWHAWK
WOOD PIGEON - KESTREL - BLUE TIT - COAL
TIT - LONG TAILED TIT - GREAT TIT - LESSER
SPOTTED FLY CATCHER - BLACK CAP
GREENFINCH - CHAFFINER - TREE CREEPER
SONG THRUSH - MISTLE THRUSH - TAWNY OWL
GREY WASTAIL - PIED WASTAIL - CARRION
CROW - MAGPIE - WOODCOCK - STARLING
HEDGE SPARROW - HALLARD DUCK - BULL
FINCH - TREE SPARROW

THERE ARE JUST SOME OF THE SPECIES WHO
HAVE DIED OR LOST THEIR HABITAT IN THE
NAME OF PROGRESS & THE M77.

SEVEN MINUTES SAVED - AT WHAT COST ?

•LEST WE FORGET•



Stop The Ayr Road Route

MARCH AGAINST MOTORWAY MADNESS Sat 24th Sept

Assemble 10:30 Blythswood Square
March to Pollok Estate

Bring friends, kids, pets, banners, placards, musical instruments

Rally 1:00 pm Pollok Free State

Speakers * Live Music * Food * Non-Violent Direct Action training *



Blythswood Regional Council wishes to hold one of Glasgow's largest urban planning programmes in Glasgow, for "our green plan", including environmental development in wildlife and people. They wish to re-examine the route of the proposed Ayr Road Route (M77) through Pollok Estate, in November. Come together to tell them they can't. That the only solution to traffic congestion is to get people out of cars and onto public transport. Road building only increases traffic and pollution to worsen what already exists.

S.T.A.R. (Stop The Ayr Road Route) is a non-party political alliance of leading environmental groups and community groups. They include: Architects and Engineers for Social Responsibility, Clackhall Community Council, North Point, Friends of the Earth, Glasgow for People, Glasgow Buildings Conservation Committee, Scottish Wildlife Trust and World Wide Fund for Nature.





JOHN
H
M. RY

USE

JOHN

APPENDIX 5

1939 CONSERVATION AGREEMENT

The following is an extract from the ~~Agreement between the Glasgow City Council and the National Trust for Scotland Ltd. dated 1939~~ which illustrates how ~~the National Trust for Scotland Ltd.~~ controls the development of the Estate including the Country Park.

"The first party (Nether Pollok Ltd), is desirous that the said lands should remain for ever as open spaces or woodlands for the enhancement of the beauty of the neighbourhood and so far as possible for the benefit of the citizens of Glasgow."

The text also refers to ~~the conditions~~ being ~~imposed by agreement~~ on the said lands (see Map for the boundary of the Agreement) and these are summarized or reproduced as follows.

2. (a) no part of the said lands shall be used, leased, disposed, leased or otherwise alienated in whole or in part for the purpose of erecting dwelling houses, offices, factories or any building other than those specified in clause 1. Hereof save that it shall be in the power of the first party (Nether Pollok Ltd) with the consent of the second party (National Trust for Scotland), to make use to any municipal, government or statutory authority granted to be used for the erection of buildings or other structures for the use of the public services;
- (b) save as aforementioned after the erection of these presents no new set or thing shall be done or placed or permitted to remain upon the land which in the opinion of the second party would tend to injure, prejudice, affect or destroy the present aspect and condition of the land;
- (c) no structural alterations shall be made which shall affect the external appearance of Pollok House or of any other buildings on the land, nor shall the said buildings be used for purposes other than that for which they are at present used without the consent of the second party;
- (d) no quarry shall be opened or worked upon any part of the land except to provide sand, gravel or stone for Pollok Estate purposes;
- (e) no timber, trees or underwood shall be felled, topped, logged or ~~cut~~ save in accordance with the usual methods of forestry or with the consent of the second party for other good uses."
3. Notwithstanding the real conditions above written the first party shall be entitled to use or lease and subject to the right of pre-emption hereinafter declared, to sell or dispose part or whole of the said lands for the following purposes:-

ROADS KILL



NO WAY TO THE M77

EARTH FIRST!











How to get to Pollok Free State



Pollok Free State is situated within the greater Pollok Estate in the south side of Glasgow. Once you get to Glasgow its within easy reach by public transport. By car follow the A77 from the city centre or off the M8 and use this map.

By Bus 21,23,48
By Train A short walk from Cerkentill, Kennishead, Pollokshaws West

Glasgow EarthFirst, PO Box 180, Glasgow G4 5AB

Tel: 041 636 1924 / 339 6009 / 897 8990 Email: scottee@earthfirst.org



FAA Nicola Kent - PAGE 1 of 5

Minutes of meeting of STARR held at 1930 on Thursday 19th July 1994 in 53 Cochrane St

1 Those Present - see sheet

Apologies Chris(GFP)

2 Minutes of the last meeting Point 7 Sarah was volunteered in her absence. Otherwise as read. 1 DMH 2 Lindsay

3 Matters Arising Para 4 Suggestions

1 Asthma association. Charles is still trying to contact

2 Ramblers association. Lindsay to contact Screen 4 23-6-85

3 BMA Lindsay no firm result - still trying

4 Glasgow WH Soc Sarah dealing

5 Red Rope Lindsay writing to sec

6 Co-op Bank - Rich dealing

7 Tree Lovers - Ian to contact

8 Friends FP have agreed

9 Green Diary L15 to distribute leaflet with mailing

Agreed STARR find money

10 Friends KP To be contacted Frances

4 A Pledge More have been signed over the weekend. They are to be input urgently. Database to be organized in suitable fashion for easy use. Information held to be used to best advantage, not try to do too much. Consider possibility of a mailshot and of setting up a telephone tree.

5 Other Organisations WWF is still being approached. A form letter has been compiled for issue to all GFP supporters. Agreed look at other societies is reforesting Scotland. Agreed no support of or affiliation with political parties

6 1000th pledge Ian to approach Cliff Basley. Sarah[?] to approach Wet, Wet, Wet

7 Public Meeting This will take place on 23rd August in the City Halls, in a hall which holds 150. This meeting will be used as a launch pad. Other events will be organized. Hopefully before the tenders are due. A possible date for a march is Sat 10th Sept. or Sun 11th. Neil McH to be approached for advice. A musical event may be held in September.

Agreed that the dates be notified to other organizations who will also be asked to help out with publicity and to urge their members to attend. The pledge should be circulated as widely as possible. We can also ask for the skills and resources of committed members, and for cash. Help asked for mailing, which will be funded by Earth First. Wed 10th or Thurs 21st. Ian & Lindsay PM, Decian after 5pm, DMH if necessary on 21st.

Speakers. Agreed approach William McIlvenny (Alice)

" Yvonne Hood (Jake)

" Kevin Dunlop

Lindsay 03) 554-977

Jake will also speak.

Richard: 11611
226-344. PTO
945-4945





POLLOK
FREE STATE

MOTORWAY
MADNESS

POLLOK
FREE STATE

TOOT
FOUR
HORN
SHOW
YOUR
SUPPORT
FOR
POLLOK

NATIONAL TRUSSE
SOLD OUT



Celtic Fans



Against Fascism!

The Peoples' Free University of Pollok

where degrees are offered in living

This is to certify that

has enrolled to be a student and teacher at the Free University. Entry requirements and educational aims are:

- 1. Respect and service to ourselves, others and nature.*
- 2. Learning with hand, heart, and head.*
- 3. Taking responsibility for the education of ourselves and one-another.*
- 4. Listening deeply to others with sympathy and tolerance.*
- 5. Gender, ethnic and social justice.*
- 6. Standing up, speaking out and being true.*

Seminars will be offered to empower students to become more alive to the aliveness of life. The Board of Studies comprises all students. Any student may recruit another.

The curriculum includes:

Political Empowerment - reclaiming our human rights and building community

Social History - why the poor are poor and the rich have the land

Spirituality - how to grow strong from the soul

Living Skills - crafts, childcare, cooking, literacy and ways of being useful

Creativity - self-expression through music, art, poetry, drama, dance, writing, etc.

Enrolled (date) Witnessed (Board of Studies)

"We are discussing no small-matter, but how we ought to live" - Plato, 390 B.C.





A MESSAGE TO THE
GOVERNMENT





The National Trust for Scotland

FOR PLACES OF HISTORIC INTEREST OR NATURAL BEAUTY
PRESERVED BY THE MAJORITY QUEEN ELIZABETH THE QUEEN MOTHER

3 Charlotte Square Edinburgh EH2 4DU

Telephone 0131 225 2922

Fax 0131 243 9001

Nail McInnes Esq
Chief Executive
Strathclyde Regional Council
Strathclyde House
30 India Street
GLASGOW
G2 4PP

Direct line 0131 243 1506
Your reference
Our reference: DMD/jm/K/19/2
Date 26 October 1994

Dear Mr McInnes

POLLOK ESTATE M77 EXTENSION - THE AYR ROAD ROUTE

As you know, the National Trust for Scotland reluctantly agreed in 1974 to waive the conditions of its Conservation Agreement over Pollok Estate, in order to allow land to be sold for the construction of the proposed Ayr Road Route. This waiver cannot be revoked, and the Trust stands by its decision on this matter.

However, at its meeting on 21 October 1994, the Trust's Council discussed the current situation and the report published by Glasgow for People entitled 'Instead of the Ayr Road Route', which had been circulated to Members of Council. Notwithstanding the legal position, on the evidence now before it Council instructed me to make representations to you, with the request that before any further work on the Ayr Road Route is authorised the Regional Council give consideration to the following two points:

1 Environmental Assessment

The Trust believes that a full Environmental Assessment under the terms of European Community Directive 85/337 should be carried out; it is understood that in the view of the Commission of the European Communities the Directive would apply to projects (such as the Ayr Road Route) where the application was submitted before 3 July 1988 and consent was granted after that date.

2 Consideration of Alternatives

As part of that Assessment, the Trust would also be grateful if serious reconsideration could now be given to the alternative transport strategy for the Glasgow-Kilmarnock-Ayr corridor set out in the Glasgow for People report, particularly improvements to rail services and the upgrading of a more direct Ayrshire-Lanarkshire road route, including a by-pass of Inglethorn. The Trust strongly supports the construction of the Eaglesham Bypass, for which it has consistently argued since 1973.

Please contact me if you would like clarification or any further information.

Yours sincerely

Douglas Dow
Director







**FIGHT THE CRIMINAL JUSTICE
BILL
AND ITS HARRASSMENT OF TRAVELLERS
COMMON FOLK AND EARTHLINGS WITH NO
CREDIT CARD**

HIGHLAND LAND RAID &

CAMP & FESTIVAL



GLASGOW

FORT WILLIAM

INVERGARRY

4 MILES

KYLE OF LOCHALSH

INVERNESS

**PARTY WHEN YOU CAN
NOVEMBER 18th**

PLEASE COPY AND PASS ON

WRITE TO: MARIE, INVERGARRY.P.O





FOREWORD

The Ayr Road Route is yesterday's answer to tomorrow's problem. It would violate the peaceful Pollok Estate (home of the Burrell Collection), cut off already disadvantaged communities from their natural green space and recreation areas, and funnel up to 53,000 vehicles a day towards the Kingston Bridge bottleneck - many of them being on through journeys, with no reason to be in central Glasgow. The road engineers say that it will bring big benefits in time savings for drivers, yet it is not the policy of Strathclyde Region or the Government to encourage car commuting!

Alternatives to the Ayr Road Route have never been properly evaluated, and the 1988 Public Inquiry failed to examine the wider phenomenon of new traffic generated by new roads, which has become increasingly evident in recent years. The Region did not undertake a full environmental assessment of the impact of the road as now required by European Union legislation.

Of course, the world of transport has changed enormously since 1988 - from the growing recognition of the damage to public health and the environment caused by road traffic, through increasing community opposition to building trunk roads, to the Labour Party's national commitment to a moratorium on new road schemes.

This report is not a definitive blueprint for transport between Ayrshire and Central Scotland, rather it is a clear pointer towards the new directions which Strathclyde Region and the Scottish Office must take if the transport challenges of the 21st century are to be effectively tackled in the west of Scotland.

It is not too late to stop the construction of the Ayr Road Route and take action on sane and sustainable alternatives. Both present and future generations will owe a large debt to those who have the courage and the vision to change direction at the eleventh hour.

*Ian Bogle,
Chair, Glasgow for People.*

THE AYR ROAD ROUTE

The Ayr Road Route would be a dual two-lane carriageway with hard shoulders, extending for 7 miles from the south end of the M77 at Dumbreck Interchange to a junction with the A77 at Malletshead, south of Newton Mearns. Within the City of Glasgow District the road would be constructed by Strathclyde Regional Council as a 'special road' (4 miles), and to the same standard within Eastwood District by the Scottish Office, as a trunk road (3 miles).

The 77 foot wide road corridor would be bounded by a 6 foot 6 inch high wire fence, and lighting columns 39 foot high. The road - which would cost £51 million to construct - would be capable of extension to dual three-lane carriageway.

INSTEAD OF THE AYR ROAD ROUTE

**an Alternative Transport Strategy
for the Glasgow-Kilmarnock-Ayr corridor**



Glasgow for People
with support from

WWF UK (World Wide Fund for Nature)

**Friends of the Earth Scotland
Scottish Wildlife Trust**

'Instead of the Ayr Road Route'
was written and researched by David Spaven,
writer and consultant on transport and environment,
Morar, Glenburn Drive, Kilmacoll, Renfrewshire PA13 4BZ.
Telephone 050 587 3166.

Published by Glasgow for People
53 Cochran Street, Glasgow G1 1HL.
Telephone 041 552 8776.

August 1994







Stop The Ayr Road Route

History

1939 - Sir John Stirling Maxwell of Pollok was founder member of the National Trust For Scotland and Pollok Estate was the first property which the Trust took on under a conservation agreement. "... the said lands should remain forever as open spaces or woodland for the enhancement of the beauty of the neighbourhood and so far as possible for the benefit of the citizens of Glasgow."

1965 - Ayr road route first proposed in Glasgow Corporation's highway plan.

1972 - The Burrell Collection Trustees express, "... great concern about the Ayr motorway proposal".

1974 - National Trust for Scotland decide to "waive the conditions in the agreement.... to enable the corporation to build a motorway".

1978 - Ayr road included in S.R.C. Transport policy and programmes document.

1978 - Protests by Corkerhill Community Council, other community groups and concerned individuals.

1984 - Scottish Development Dept. (now the S.O.D.) confirms the Ayr road in its "Policy for Scottish Roads".

1986 - S.R.C. seeks planning permission for the M77 within Glasgow.

1987 - G.D.C. refuses planning permission.

1988 - Public enquiry lasts nearly 3 months due to the number of objections. Submissions against the proposal were made by G.D.C. and local councillors as well as objectors from the communities of Darnley, Arden, Corkerhill, Mosspark, Priesthill and organisations such as G.F.P., R.D.S., S.A.P.T., Green Party and others.

1992 - Despite continued protests construction commences. Colin Moleod draws widespread attention to the destruction of Pollok Estate by spending 10 days up a tree which is due to be cut down.

1993 - Advanced works stop due to dispute between Scottish Office and S.R.C. over cut in transport budget. Protests continued.

1994 - March - Scottish Office restores cut and allocates £28.7 Million to S.R.C. to finish the job.

1994 - April - Earth First! occupy S.R.C. Roads dept. to highlight opposition

1994 - April 27th, S.R.C. approve final £51 Million contract to build what is the largest Design and Build contract in the U.K. Uproar from road protesters breaks out at council meeting.

1994 - April - S.T.A.R.R. alliance launched.

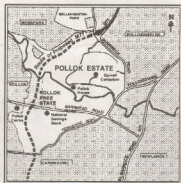
1994 - June - Pollok Free State camp set up in the Pollok Estate woodland (see map).

The campaign continues!

STARR aims

S.T.A.R.R. is an alliance of community and environmental organisations and has no political affiliations.

1. To have the M77-Ayr Road Route through Glasgow cancelled and have the scheme deleted from the Structure Plan.
2. Redirect the money saved into an alternative more sensible and environmentally friendly transport scheme.
3. Re-instate the land within Pollok Estate to its previous condition as open space and woodland, as enshrined in the historic Conservation Agreement of 1939, and in keeping with the rural nature which its owner, Sir John Stirling Maxwell, wished to preserve for the benefit of the citizens of Glasgow for ever.
4. Restore all open spaces and buildings blighted by the M77-Ayr Road Route, and give priority to provision for pedestrian and cyclist safety, public transport and park-and-ride.



Supporting organisations

Earth First!
Glasgow for People.
Glasgow Cycling Campaign.
Scottish Wildlife Trust.
Faslane Peace Camp.
Friends of the Earth (Scotland).
S.E.R.A.
Railway Development Society.
Architects and Engineers for Social Responsibility.
Friends of the Peoples Palace.
Glasgow Buildings Guardians Committee.
Transport 2000

Destruction Without Gain

At a cost of £79 million the M77 will:

- Blast through the western woodlands of Pollok Estate.
- Funnel cross-Scotland traffic, including heavy lorries, through a peaceful green area and through the city centre, bringing noise, danger and pollution to many communities including Corkerhill and Mosspark.
- Destroy recreation grounds in Pollok, Nitshill and Darnley.
- Feed up to 53,000 vehicles a day onto the M8 and the overloaded Kingston Bridge. Exhaust fumes cause increased health problems such as asthma and add to global warming and acid rain.

Forthcoming Events.

- July 30th: Reclaim the land gig at Pollok Free State
- Aug 2nd: Lammis feast of veg./ vegan food at Pollok Free State.
- Aug 6th: Alternative Pollok family day at Pollok Free State.
- Aug 13th: Pledge signing in Buchanan St. Rock Against the Road at Nic'n'Sleazy in Sauchiehall St.
- Aug 17th: Pledge signing in Buchanan St.
- Aug 20th Pollok Free State Independence day.
- Aug 23rd: Public meeting in City Halls, Candleriggs at 7.30pm.

What you can do to help

- ★ Join the thousands of people who have already signed the "pledge to save the greenbelt."
- ★ Distribute NO M77 leaflets in your street, shop, workplace, etc.
- ★ Contact your local councillors and MP to ask them what they are doing to stop the road.
- ★ Go along to the Pollok Free State camp off Barrhead Rd. Regular meetings every Wednesday at 7:30pm.
- ★ Send a donation today. We survive on donations.

Contact: S.T.A.R.R. 53 Cochrane St.
Glasgow, G1 1HL

Tel: 041 636 1924 \ 041 887 8990

Please display this NO M77 leaflet in your window to show that you care.



Pollok Free State

Pollok Free State, is an area of land declared independent from the rest of the United Kingdom and Strathclyde Regional Council. It is situated within the larger Pollok Estate - Glasgow's largest area of greenbelt land - an 1018 acre area of woodlands, fields and riverside returned to the citizens of Glasgow in 1939. Established in May 1994 by local residents and the environmental group Earth First! it is the frontline for urban land rights campaigning in Scotland. Since its foundation it has been constantly developing and has been host to many visitors, hundreds from across Scotland and many from overseas.

Its establishment comes in response to continued undemocratic behaviour by local and central government. The construction of the M77 motorway will devastate the environment and people surrounding Pollok Estate and the Criminal Justice and Public Order Act, due to become law in October, will criminalise the right to protest and access to land by creating for the first time an offence of aggravated trespass in Scotland. Declared Independent on Saturday 20th of August, Pollok Free State is a legally independent nation under international law. The International Covenant on Civil and Political Rights states "All people have the right of self-determination. By virtue of that right they freely determine their political status and freely pursue their economic, social and cultural development". Self Determination is "the power of a population to decide its own government and political relations".

A land rights struggle

The history of land ownership in Scotland is a story as bad as that of any indigenous nation. Many indigenous Scots' were cleared from their ancestral homelands by feudal greed. The earth which their descendants should have inherited was has been stolen and its destruction justified in the name of agricultural "improvement". This process of enclosure, the privatisation of a people's ultimate resource - land - has ripped people away from the earth. In Scotland, 500,000 people were cruelly evicted and deprived of what was rightfully theirs in a period known as "the clearances". Many were deported to "the colonies" to inflict the same pains on other people of the earth. Those that remained had no choice but to flock to the cities and become part of the "working class".

The age of industry is now dead and the demand for people's labour a fraction of what it was. Thousands now live poor lives on the pittance given to them from the profits they have raised. Today the process of enclosure continues as this land is threatened with destruction in the name of "infrastructure improvement". Pollok Estate was returned to the people, an exception to the rule in a country where 80% of land is still owned by 4,000 people, but is now threatened by privatisation for a car owning elite. At the same time, in reaction to growing resistance across Britain, the government seeks to enclose people even further. Not content with "owning" the land, private interests seek to stymie legitimate protests and ban access to ancestral lands. It is proposed that those who wish to touch the earth will be criminalised for wishing to see what is morally, but no longer legally, theirs.

Pollok Free State, apart from the broader aims of community empowerment, and environmental preservation, seeks to resist two acts of governmental oppression and stupidity. The Ayr Road Route and Criminal Justice Bill.

The Ayr Road Route

The £79 Million M77 motorway, also known as the Ayr Road Route, will devastate the environment in and around Pollok Estate. This road, delayed for over 20 years due to funding difficulties and overwhelming local opposition, is currently being promoted by Strathclyde Regional Council and the Scottish Office. It will devastate the ancient Beechwoods of Pollok Estate and carve up the best wildlife corridor in Glasgow. A contract is due to be awarded at the end of September and construction work will begin in December. A campaign by a coalition of major conservation groups, Stop The Ayr Road Route, is seeking to have the M77 cancelled and the funding diverted to public transport.

The Criminal Justice Bill

The Criminal Justice and Public Order Act is currently on its way to becoming law in Britain. This piece of legislation, described, like the Poll Tax, as the Tory governments "flagship" has recieved widespread denunciation by civil liberties organisations such as Liberty and the Scottish Council for Civil Liberties. The law, due to gain royal assent in October has major constitutional implications, it will infringe many international and European agreements on human rights. Amongst its provisions it will eliminate the right to silence, make trespass a criminal offence for the first time in Scotland, restrict freedom of speech and movement.

CHANGING TRANSPORT NEEDS IN A CHANGING WORLD

Since the 1988 Public Inquiry into the Ayr Road Route, and the Secretary of State for Scotland's subsequent approval of the scheme, the world of transport has changed enormously. New political attitudes, fresh scientific evidence and changing public opinion have created a climate in which the benefits of major roadbuilding are no longer unquestioningly accepted. Amongst the most significant recent changes have been:

- The Government's publication in 1990 of 'This Common Inheritance - Britain's Environmental Strategy', which stated that "it does not make economic or environmental sense to increase capacity on roads leading into already congested areas".
- Following the 1992 Earth Summit in Rio, the 1994 publication of the Government's 'UK Strategy for Sustainable Development', which talked of the need to "take measures which reduce the environmental impact of transport and influence the rate of traffic growth".
- The growing realisation that new roads generate new traffic and in the long run create more traffic problems than they solve.
- Further evidence that road traffic is seriously harmful to human health. There has been an increase of epidemic proportions in asthma among children - 1 in 10 are thought to be suffering from the illness, double the rate 10 years ago.
- The countrywide pattern of community opposition to roadbuilding, which has caused major disruption and construction cost escalation at Twyford Down and in East London, and turned away the roadbuilders at Oxleas Wood in South London. A similar alliance of environmentalists and local residents now has a growing presence on the line of the Ayr Road Route in Pollok.
- The success of rail improvement schemes, such as the station reopenings and new trains which have boosted rail traffic in many parts of Strathclyde.
- The evidence that new roads reduce patronage on parallel rail services financially supported by Strathclyde Regional Council.
- The Region's approval for Glasgow Crossrail, a project which could enable rail to compete more easily for cross-city travel flows from Ayrshire to Central Scotland currently dominated by road transport.
- The Region's new interest in 'traffic calming' of main roads, which will cut accidents and the environmental impact of traffic on existing roads.
- The Region's acceptance of stricter European Union standards of environmental assessment for new roads - standards which could have been applied to the examination of the Ayr Road Route proposal in 1988, but were not.

LABOUR'S NEW APPROACH TO TRANSPORT

One of the most significant developments in UK transport policy since the 1988 Public Inquiry into the Ayr Road Route has been the publication, in May 1994, of 'In Trust for Tomorrow', the report of the Labour Party Policy Commission on the Environment, which commits the party nationally to a full review of the roads programme in the light of economic and environmental criteria. The report states that while the review is under way, Labour will operate a moratorium on new road schemes. The Party's review will be based on the following principles:

"A full assessment of the need for new road works. Are there non-road alternatives such as changes in planning policies, investment in public transport or traffic calming measures?"

"A full environmental impact assessment, carried out in consultation with the local community...The impact of all proposals on landscape, wildlife and habitats will be fully appraised."

"A full economic assessment. Would the new road genuinely assist economic development or damage it by sucking economic activity out? Could economic objectives be achieved in other ways?"

On all three counts, the 1980s go-ahead for the Ayr Road Route fails to meet the Labour Party's new national criteria.

"By radically reducing the money spent on new roads, Britain could instead invest the funds saved in the development of a sane and sustainable transport policy at no extra cost to the taxpayer."

'In Trust for Tomorrow', Report of the Labour Party Policy Commission on the Environment, May 1994.







Recent history of Campaign

- Fri. 22nd April:- E.L. occupy roads dept. offices
Thurs 20th April:- Protesters disrupt SSC meeting
May:- Pollak camp becomes established and leads to growth
May 20th:- ~~4~~ might have 2 Pollak camp with 300 people.
June:- ~~2000~~ ~~1000~~ E.L. + G.P. members get together to form street action.
Eggs June:- Eggs and events at Pollak camp and more groups join since as plague is widely distributed.
July 8th:- Big Issue Article opens campaign up to public.
Wed 3rd Aug:- Following press speculation ~~about~~^{at} the camp a press conference ~~was~~^{was} ~~of the big media~~^{of the big media} & gained huge media attention.
Tues 9th Aug:- Tamarac chain up with fiddler on the roof and creates more media debate.
Aug 18th:- Two page feature in Evening Times about the camp
Aug 22nd:- Full page features in Herald and Scotsman really turn up the attention
Aug 24th:- Public meeting in city hall
Aug 30th:- G.P. present alternative strategy to Lords & media attention
Aug 31st:- Protest at council meeting
Aug 31st:- Big article in Guardian
Sept 2nd:- E.L. demonstrate at RTS.

Qualificat. to Act 1929 (S. 1929)
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pre-emption hereinafter declared, to fee or dispose part or whole of the said lands for the following purposes:-

- (a) for use as parks, gardens or public squares;
- (b) for use as pastoral or arable farms;
- (c) for planting and for development as forestry subjects;
- (d) for playing fields and recreational spaces;

and they may with the consent and approval of the Second Party carry out any operations and erect any buildings necessary for the carrying out of the above purposes.

4. The First Party shall not fee or dispose the whole or any part of the said lands without first offering such land as it is intended to fee or dispose to the Corporation of the City of Glasgow at the price which the prospective fee or dispose has offered or is willing to offer and the said Corporation shall have a right of pre-emption of such land which they may exercise as occasion arises in order to acquire land to be used subject to the real conditions imposed by these presents provided always that if the said Corporation does not declare its intention to exercise its right of pre-emption within twenty one days after the date on which an offer has been made to them by the First Party, such offer will be deemed to have been refused.

5. The real conditions and the exceptions thereto above written shall be inserted or validly referred to in all future transmissions of the said lands.

6. Nothing in this Agreement shall prevent or hinder the exercise and enjoyment by the First Party of all rights or privileges belonging to them in or over or in respect of the land and mansion-houses and existing buildings thereon except so far as necessary to give effect to the real conditions above written, and in particular nothing in this Agreement shall confer upon the public generally any right or interest in the land.

7. If any dispute or difference shall arise between the First Party and the Second Party as to the construction of this Agreement or the effect of the real conditions above written or any of them or as to the exercise by the Second Party of any discretionary power vested in them the same shall be referred to a single arbitrator to be appointed at the option of the Second Party either by the Chairman for the time being of the Scottish Branch of the Chartered Surveyors' Institution or by the Chairman for the time being of the Scottish /

James S. Smith, Esq.
Arthur Smith

James S. Smith, Esq.
Arthur Smith

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W. J. Edinburgh,
Agents.

W. J. Edinburgh,
Agents.

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Scottish Committee of the Royal Institute of British Architects or by any Advisory Panel appointed or recognised by the local Town Planning Authority.

8. And the parties consent to registration hereof for preservation as well as for publication.

IN WITNESS WHEREOF these presents consisting of this and the three preceding pages are, together with the said plan annexed and signed as relative hereto and a duplicate of said plan, executed as follows, to-wit: they are sealed with the Common Seal of the said Father Peckie Limited and signed for them and on their behalf by Mrs Anne Maxwell MacDonald and John Maxwell MacDonald, two of their Directors, and John White, their Secretary; and they are sealed with the Common Seal of the said The National Trust for Scotland for Places of Historic Interest or Natural Beauty and signed for them and on their behalf by James Stevenson Leadbetter, a Member of the Council, and Edward Desmond Stevenson, their Secretary, before these witnesses, Arthur Walker Ross, Esq., Writer to the Signet, Edinburgh, and Grace Robertson Morris, Typist, Four Great Street, there.

John Brown, Esq.
Arthur Smith, Esq.
Charles R. Smith, Esq.

James S. Smith, Esq.
Arthur Smith, Esq.
James S. Smith, Esq.

EXTRACTED on this and the three preceding pages by me holding a Commission to that effect from the Keeper of the Registers and Records of Scotland.

Henry R. P. P.





the Wheeze



WE STAY TOGETHER AND WE
STAY TOGETHER AND WE
STAY TOGETHER AND WE
STAY TOGETHER AND WE
STAY TOGETHER AND WE





“The Conservatives’ response to congestion has always been to build more roads. This leads to more environmental damage.”

*‘In Trust for Tomorrow’, Report of the Labour Party Policy
Commission on the Environment, May 1994.*

“Building new roads offers at best a temporary relief from traffic congestion. It is now accepted by almost everyone apart from the Department of Transport that new roads generate new traffic.”

*‘In Trust for Tomorrow’, Report of the Labour Party Policy
Commission on the Environment, May 1994.*

“It is often asserted that new roads are essential for regional economic development...the notion that new roads are always good for a region’s economy, regardless of circumstances, needs to be rejected.”

*‘In Trust for Tomorrow’, Report of the Labour Party Policy
Commission on the Environment, May 1994.*

“Labour is committed to a full review of the roads programme in the light of economic and environmental criteria. While the review is under way, Labour will operate a moratorium on new road schemes.”

*‘In Trust for Tomorrow’, Report of the Labour Party Policy
Commission on the Environment, May 1994.*

MONITORING OF SUSPECTED INFRINGEMENTS OF CIVIL LIBERTIES
during anti-M77 protests, 1995

Please use this form if you want to report any incident which you think
was an infringement of your civil liberties.

The Scottish Council for Civil Liberties (whose director, Alan Miller, has
already represented several protesters at court hearings) is compiling a
list of complaints, and has agreed to follow up suitable cases. It will help
them a lot if you use this form, giving as much detail as possible.

Name: _____

Address: _____

Phone number: _____

Date of incident: _____

Location of incident: _____

Were you involved in the incident? YES / NO

If not, did you observe the incident? YES / NO

Describe the incident in detail, including why you think it was an
infringement of your civil liberties: (continue on reverse, if necessary)

Was anybody detained or charged? YES / NO

If yes, how many people, with which offence(s), and under which law(s)?

Please return this form to SCCL, 145 Holland Street, Glasgow G2 4NQ.



3. Higher priority for road maintenance

Road maintenance has become the poor relation of road building in the last decade. Yet, as well as making existing roads safer and more reliable, road maintenance creates sustainable long-term employment which is rooted in local communities.

Both the Regional Council and the Scottish Office now need to recognise that road maintenance should be given higher priority, with funds transferred as necessary from major road-building programmes. Although current rules make it difficult to divert funds from capital to revenue expenditure, any such moves would attract popular support.

"Within the remaining roads budget, greater priority should be given to maintenance and improving safety standards and designs."

'In Trust for Tomorrow', Report of the Labour Party Policy Commission on the Environment, May 1994.

4. Calming the streets

At the time of the 1988 Public Inquiry, British experience of traffic calming was rudimentary, and restricted to local roads only. Since then the Region has invested in a variety of traffic calming schemes - such as Peel Glen Road in Drumchapel, which has been a major success in cutting accidents - and has developed plans for traffic calming along the A82 Great Western Road and the A71 in rural Ayrshire.

Decades of experience in Germany and in the Netherlands have shown that area-wide traffic management and traffic calming programmes drastically reduce accidents and discourage motorists from making casual car trips. Road space is instead kept clear for essential user vehicles, including buses.

A comprehensive programme of traffic management, traffic calming and bus priority should be introduced on roads in Eastwood and south west Glasgow, including the A77, A726, Mearns Road, Barrhead Road, Peat Road, Braidcraft Road, Corkerhill Road, Thornliebank Road and Pollokshaws Road.

"The best way forward for the road network lies in making better use of existing conditions by managing traffic more effectively."

Robert Key, Minister for Roads and Traffic, 1993.

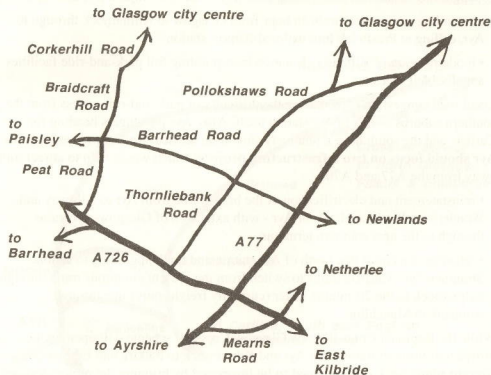
"...traffic calming measures, stronger enforcement of speed limits and so on, would not only encourage a reduction in the number of journeys of under one mile made by car... it would also greatly enhance the quality of life of the millions of people who walk every day."

'In Trust for Tomorrow', Report of the Labour Party Policy Commission on the Environment, May 1994.

"In the short term, the greatest potential (for improving public transport) lies in bus priority measures, such as more bus lanes, enforcement of existing bus lanes through more towing away of offending vehicles, traffic lights which give priority to buses and so on."

'In Trust for Tomorrow', Report of the Labour Party Policy Commission on the Environment, May 1994.

Traffic calming and bus priority















LEICESTER:

SAVE-TEACHERS

SAVE-HEALTH

SAVE-THE POLICE

SAVE-BRITISH RAIL

SAVE-THE-COUNTRY

GOD'S HOME

STOP / DONOR



A PLEA FROM POLLOK

The communities affected by the M77 are already amongst the most deprived in the country with high unemployment and damp housing just two of the main problems.

This motorway will destroy our local woodlands, funnel 53,000 vehicles a day past our homes and endanger the lives of our children.

Ironically our communities have amongst the lowest car ownership per head in Europe, and due in part to damp housing, the highest asthma levels in Strathclyde.

We are appealing to you and to the organisation that you represent to invest your money elsewhere. Ethical investments are now available, so why try to profit from the destruction of our environment?

Disillusioned by politicians, our communities are now taking control of our own affairs. Pollok was the centre of the Scottish Anti Poll Tax Resistance, we organised massive demonstrations, and occupations of sheriffs offices to fight against that. Tommy Sheridan, one of the leaders of the Anti Poll Tax Movement, was one of the 47 people arrested for alleged 'public order' offences at the M77 site during the last 2 months.

We are determined to fight for a decent environment in which to bring up our children and if that means physically turning away the bulldozers, or going to prison, then we are prepared to do it.

Shares in Wimpey are a bad investment because we are determined that no-one shall profit from our loss.

YOURS SINCERELY

MRS ROSIE O'KANE (MOTHER OF 3)



Declaration Of Independence from the People of Pollok Free State

When in the course of human events, it becomes necessary for one people to dissolve the political bonds which have connected them with another, a decent respect to the opinions of humankind requires that they should declare the cause which impel them to the separation. We hold these truths to be self evident, that all species are created equal, that they are endowed by their creator with certain unalienable rights, that among these are life, liberty and the chance to fulfill their evolutionary potential. That to secure these rights, the natural laws of Ecology bring equilibrium and fairness to all, these laws alone are pre-eminent.

In human terms, governments are instituted amongst people deriving their power from the consent of the governed, to ensure liberty, equality and survival, whenever any form of government becomes destructive of these ends, thereby threatening the existence of all that lives, it is the right of the people to alter or abolish it, laying its foundation instead on such principles and organising its powers in such form that shall seem most likely to effect liberty and survival. Prudence indeed dictates that the governed should not institute great changes for light and transient causes; and indeed all experience has shown that people are more disposed to suffer than to right themselves by abolishing the forms to which they are accustomed. But at this moment in time, we believe the ecological holocaust facing our lands and wider environment to be so great, that it is our right, our duty, to throw off such forms of government that allow such evils to continue, and provide for our future security. We take this step with great reluctance and it is our intention to maintain peaceful relations with Her Majesty's government of the United Kingdom and Strathclyde Regional Council. Nevertheless it is our view that the undemocratic activities of these two institutions, through the proposed Criminal Justice and Public Order Act and M77 motor way extension are so unpopular, destructive and oppressive and their behaviour so unreasonable in the face of our appeals for mercy that we face no choice but separate and determine our own future.

Our causes are these: The history of our people, from many parts of the earth, but mostly of local origin has led us to the present situation. Our ancestors were cleared from their ancestral homelands by feudal greed. The earth which they inherited was stolen from them and its destruction justified in the name of agricultural "improvement". This process of enclosure, the privatisation of a people's ultimate resource - land - has ripped people away from the earth. The stable system that kept all alive without endangering the future, has been turned on its head in the interests of a selfish few. In this land, Scotland, 500,000 people were cruelly evicted and deprived of what was rightfully theirs. Many were deported to "the colonies" to drive the process of enclosure even further and inflict the same pains on other people of the earth. Those that remained had no choice but to flock to the cities and become part of the "working class". The age of industry is now dead and our labour no longer needed. We live poor lives on the pittance given to us from the profits we

have raised. Dependant upon handouts from those that deprived us from our inheritance, many of us have lost the self respect needed by free people. Today the process of enclosure continues as this land, our land, is threatened with destruction in the name of "infrastructure improvement". Pollok Estate was returned to us in 1939 and now it is threatened by privatisation for a cowering elite. At the same time in reaction to resistance by many good people, Her Majesty's government seeks to enclose us even further. Not content with "owning" the land, private interests seek to stymie our protests and ban our access to our ancestral lands. It is proposed that those who wish to touch the earth will be criminalised for wishing to see what is morally, but no longer legally, theirs. The same proposed legislation seeks to restrict even our mental and verbal freedom. We will be presumed guilty unless we speak in our own defence. When we do speak out against injustice we will then also be criminalised.

Those that now use our ancestral lands threaten the existence of all life even further by stripping it of its natural cover and mining its minerals for roadstone. They not only wish to take our land but our air and water too. All of these actions have been taken without consultation and imposed upon us. That all this has been imposed upon us, not through reasonable process of consultation but through a weighted process of "public enquiry" and "representative democracy" in which both local and national government, with unlimited access to taxpayers money, with unlimited powers to select judge and jury and unlimited authority to determine the terms of reference, bears no resemblance to what we consider democracy. Democracy - the will of the people - has not been used. We are ruled by faceless people far from where we live.

We therefore and more generally maintain: That the threat to our environment and liberty by this road and legislation is incompatible with sustainable environmental use and any notion of democracy. This "infrastructural improvement" will generate yet more of the traffic it is ostensibly designed to alleviate. The implementation of the "criminal justice and public order act" does nothing to tackle the roots of injustice but will compound them and create far more injustice and disorder than it will solve.

Finally: We the inhabitants and citizens of Pollok Free State do solemnly publish and declare ourselves to be forthwith absolved of all allegiance to the British Crown and our territory to be a part of the Confederation of Independent Free areas, henceforth to be known as Pollok Free State. We call on all people who share these beliefs, ideals and aspirations to come the defence of this new domain. With a firm reliance on the protection of the international community we mutually pledge to each other our lives our fortunes and our honour. We fight not for glory, nor riches, nor honours but for freedom alone.

Signed:





EUROPEAN COMMISSION

CABINET
of Mr Yannis PAPOUDAS

1990

Brussels, 23 XI. 1994

Dear Mr Dunton,

Commissioner Paleokrassas has asked me to thank you for your letter dated 21 October 1994 concerning the Ayr Road Route.

The information provided indicates that an environmental impact assessment should have been carried out before the Secretary of State gave development consent to the project. The Commission has expressed its reservations regarding this matter to the UK and drawn its attention to the fact that any EC participation in the funding of the project is conditional on compliance with EC law. However, it appears that no formal application for EC funding of the Ayr Road Route has at present been put forward by the UK authorities.

The Commission does not have the competence to request the UK authorities to suspend any signing of contracts as these are matters of national competence.

You will be informed of progress in handling of your complaint.

Yours sincerely,

Y. GILCHRIST
Member of the Cabinet

Mr Kevin DUNTON,
Director
Friends of the Earth Scotland
72 Newhaven Road
UK - EDINBURGH EH6 5QG





A MESSAGE FROM LOCAL MEMBERS OF PARLIAMENT

"The Ayr Road Route has proved to be one of the most controversial road schemes in Scotland for many years.

Its effect on Pollok Estate and neighbouring communities is making it the focus for a growing number of people's concern about the environment in the west of Scotland. Since the Ayr Road Route was first suggested there has been a growing recognition that we can no longer deal with our traffic problems by providing more roads. Government policy now no longer advocates building high-capacity radial routes into congested urban areas. Labour's new environmental programme, 'In Trust for Tomorrow', endorses the view that building new roads creates new traffic.

The present study shows that that an alternative transport strategy serving the Glasgow-Ayrshire corridor would spread benefits throughout the area - without incurring environmental damage, in particular, in areas which already suffer multiple deprivation.

As Members of Parliament, we call on Strathclyde Regional Council and the Scottish Office to look again at the M77 Ayr Road Route, and to consider in detail the sustainable alternative outlined in the following study."



Jimmy Dunnachie, MP Glasgow Pollok.



Mike Watson, MP Glasgow Central.



Ian Davidson, MP Glasgow Govan.

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UNDERDEVELOPED RAIL SERVICES

Kilmarnock

Despite past investment by the Regional Council, rail is now falling behind in the face of substantial road improvements. Kilmarnock has by far the poorest train service of any large town within 25 miles of Glasgow:

Town	Trains per hour to Glasgow
Coatbridge	5
Airdrie	4
Dumbarton	4
Motherwell	4
Greenock	3
Cumbernauld	2
East Kilbride	2
Hamilton	2
Kilmarnock	1

The reasons for the poor level of service from Glasgow to Kilmarnock are largely historical. Despite being listed for closure in the 1963 Beeching Report, the line was reprieved, but local train services were withdrawn and the line reduced from double to single track over the 16 miles between Barrhead and Kilmarnock.

A skeleton service was then maintained between Glasgow and Kilmarnock, and although the introduction of hourly diesel trains by Strathclyde PTE in 1986 led to a big increase in passengers, the constrained single-track capacity prevents the service being improved to the level that other large towns in Strathclyde enjoy. The Kilmarnock line is the **only one of six inter-regional through routes radiating from Glasgow which does not have double-track capacity.**

Over and above the problems of infrequent trains and artificially limited route capacity, Kilmarnock has a **poor-quality station with very limited facilities for park-and-ride and inadequate disabled access.** Construction of the Ayr Road Route would put rail at an even greater disadvantage, abstracting passengers to bus services and the private car, and increasing the subsidy required to maintain even a rudimentary rail service.

Ayr

With two fast electric trains an hour to Glasgow, Ayr enjoys a much better train service than Kilmarnock - and this is reflected in the fact that nearly four times as many people use the Ayr service every day. However, rail's attraction for park-and-ride travel is being undermined by local road congestion. **The continuing lack of a rail service from south Ayr, Alloway and Wondervest World at Heads of Ayr gives road transport a growing advantage over the supported 'Ayrline' services.**

Rail services from Ayr to Carlisle and Newcastle follow a circuitous route, travelling 15 miles north to Kilmarnock before turning south. **Ayr's train service to the south is at least 20 minutes slower than it could be** if the current freight-only line through Annbank to Mauchline were used.

Ayr-Carlisle trains use the Barassie-Kilmarnock line, which suffers from many speed restrictions. With just 2 trains a day, rail cannot hope to compete in the busy market for day return travel from Kilmarnock to Ayr and, increasingly, airport passengers and staff to the new Prestwick International Airport station.

Freight on rail

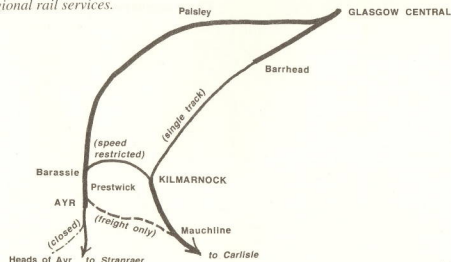
Although rail freight in Ayrshire continues to move large quantities of coal, china clay, petroleum and chemicals, and some whisky, it has suffered generally from a nationwide decline which has been accelerated by Government policies favouring road haulage. Of particular concern is the Caledonian Paper Mill at Irvine, designed to be a major rail user for inward timber and outward product, but now handles just one commodity - china clay - by rail.

Ayrshire has no rail container terminal to link it with the Channel Tunnel, yet its big manufacturers - notably paper and whisky - generate thousands of lorryloads annually which could be moving on fast intermodal trains direct to the south.

The Glasgow conurbation

Despite past improvements, local trains in the south west of the Glasgow conurbation (from Barrhead, East Kilbride and Neilston) operate only to a half-hourly frequency, which for short journeys to the city centre is not often enough to secure a significant shift of business away from the private car. For cross-city journeys from the south west suburbs, rail is severely disadvantaged by the lack of direct rail links to north and west Glasgow.

The A77 carries extra traffic diverted to the road from inadequate local and regional rail services.















THE ALTERNATIVE TRANSPORT STRATEGY

The Alternative Strategy seeks to learn the lessons of recent years, while satisfying the Region's policy objectives - which are reflected in the following principles:

- creating a high-quality transport system
- making the most effective and efficient use of resources provided or supported by the Region
- improving the quality and safety of the local environment
- minimising energy consumption and pollution by promoting a more sustainable approach to land-use and transportation planning
- upgrading living conditions in areas of multiple deprivation
- expanding sustainable job opportunities
- promoting efficient and environmentally-sensitive movement of goods

The Alternative Strategy is designed to meet the needs of all sections of society - car owners and non car owners - plus the commercial requirements of business and industry. It is designed to improve accessibility both to and through Ayrshire and Glasgow. Above all, it is intended to demonstrate the potential for a safe and sustainable transport policy at no extra cost to the taxpayer.

"A sustainable transport policy needs to marry the personal freedom and economic efficiency that good quality transport opportunities can bring with the protection of human health and the environment...Underlying Labour's transport policy will be the recognition that current trends cannot continue without unacceptable damage to the environment."

'In Trust for Tomorrow', Report of the Labour Party Policy Commission on the Environment, May 1994.

1. Shelving of the Ayr Road Route project

Shelving of the Ayr Road Route project is the crucial first step towards creating a safe and sustainable transport strategy for the Glasgow-Kilmarnock-Ayr corridor. A decision to proceed with awarding construction contracts would set back the prospect of a sane transport system by many years, perhaps even decades.

2. New roadbuilding priorities

The biggest demand for road improvements to the immediate south west of Glasgow has come from Eaglesham, yet the Regional Council is about to begin construction of the wrong road in the wrong place. The Ayr Road Route would **channel through traffic needlessly into the centre of Glasgow**. Given that more than a third of the forecast trips along the new road would involve journeys starting and finishing outside Glasgow District, **an upgraded B764 and associated Eaglesham bypass would take much through traffic in the direction it wants to go** - towards the east side of Glasgow, the M74 and East Central Scotland.

For environmental and transport reasons, an alternative road strategy should be urgently examined, based on:

- early construction of the Eaglesham bypass through to a junction with the dual - carriageway A726 near East Kilbride
- upgrading of the remaining B764 Eaglesham Moor Road, west of the Eaglesham bypass to the A77 junction

"For all their rhetoric about bypasses, the Conservatives are not actually building very many. Labour will give priority to genuine bypasses...The principle should be that a bypass redirects traffic rather than generating new traffic."

'In Trust for Tomorrow', Report of the Labour Party Policy Commission on the Environment, May 1994.



STRATHCLYDE
ROADS

CONSULTEES

Airdrie and Damley Community Councils
Clyde River Purification Board
Cokemhill Community Council
Scottish Natural Heritage
Dumbreck Community Council

Eastwood District Council
Haggs Castle and Pollok Golf Courses
Glasgow District Council
Landowners, Farmers and Local Action Groups
National Savings Bank

National Trust for Scotland
Pollok and Corridor (Pollok Estate)
Royal Fine Art Commission for Scotland
Scottish Office, Dept. of Agriculture and Fisheries
Strathclyde Region, Education Department



STRATHCLYDE
ROADS

ENVIRONMENTAL BENEFITS RECREATIONAL FACILITIES



ENQUIRIES TO
STRATHCLYDE REGIONAL COUNCIL
STRATHCLYDE ROADS
RICHMOND EXCHANGE
20 CADOGAN STREET
GLASGOW
G2 7AD
Tel. 041 227 2429

Designed by
HOLFORD ASSOCIATES



M77 AYR ROAD ROUTE Dumbreck Road to Malletsheugh





POLLON
TREE STATE

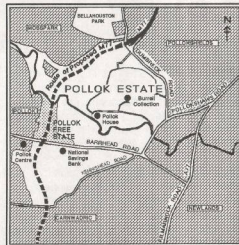
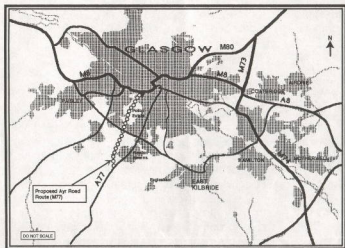
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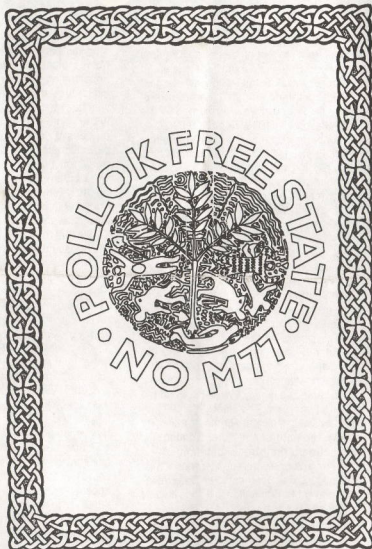
WE DO
NOT WANT
POLIO
DESTROYED
BY JOULOT
10 M77

How to get to Pollok Free State



Pollok Free State is situated within the greater Pollok Estate in the south side of Glasgow. Once you get to Glasgow its within easy reach by public transport. By car follow the A77 from the city centre or off the M8 and use this map.

By Bus: 21,23,48
By Train: A short walk from: Corkerhill, Kennishead, Pollokshaws West











WARNING

**FIRST
SECURITY
SERVICES**

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THE POLICE HAVE
PROHIBITED

ANY FORM OF STUPIDITY INCLUDING
HUMMELS OR CHANGERS WHO
FANCY THEMSELVES AS THE NEXT
LES FLEWELL CONTACT WARTER

LET'S HAVE A JAM



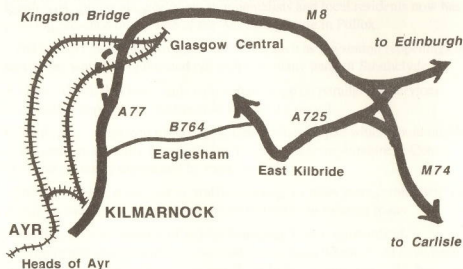




THE AYR ROAD ROUTE: SUMMARY OF A SANE AND SUSTAINABLE ALTERNATIVE

To meet the changed circumstances of the 1990s, to satisfy Labour's new national criteria for road projects, and to fulfil the objectives of the Region's policies on transport, health, community empowerment, and regeneration of areas of deprivation, a new transport strategy is needed for the Glasgow-Kilmarnock-Ayr corridor. This report seeks to demonstrate the potential - at no greater capital cost - for a balanced alternative to the Ayr Road Route, based on:

1. construction of an Eaglesham bypass and associated upgrading of the B764 Eaglesham Moor Road, providing a strategic link for through traffic from Ayrshire to Lanarkshire, the M74 and eastern M8 - avoiding the Kingston Bridge bottleneck;
2. greater priority within the roads programme for high-quality maintenance of the existing road network;
3. a comprehensive package of traffic calming and bus priority measures, improving road safety and environmental conditions in Eastwood and Glasgow's south-west suburbs;
4. a major programme of passenger rail improvements, including redoubling of the single-track Kilmarnock-Barrhead (Glasgow) line, modernisation of Kilmarnock station, and extension of the electrified Glasgow-Ayr railway to Wonderwest World at Heads of Ayr;
5. investment in a new intermodal rail freight terminal linking the Ayr / Prestwick Airport / Kilmarnock axis to the Channel Tunnel.



MYTH AND REALITY - WHAT ARE THE BENEFITS OF THE AYR ROAD ROUTE?

The Ayr Road Route has its origins in the 1960s enthusiasm for urban motorway building, a concept now largely discredited in Western Europe and even the USA. At the 1988 Public Inquiry, the Region's Roads Department advanced a variety of justifications for the new road:

Assisting economic development?

The Regional Council has placed great emphasis on the development value of the Ayr Road Route as the strategic link between Central Scotland and Ayrshire.

Fact: Building new roads is a temporary and extremely inefficient way of boosting employment. In contrast to the 'boom and bust' pattern of roadbuilding contracts, often using non-local labour, labour-intensive maintenance of the existing road network - neglected in recent years - provides permanent local employment.

Fact: Transport costs amount to only around 2% of companies' sales revenue, and are largely 'terminal' costs such as parking, loading and unloading - which are unaffected by trunk road building.

Fact: "...improvements to the trunk road network can only have a limited effect on industrial location and growth...the theoretical argument for believing that in general, trunk road construction will benefit depressed areas relative to affluent areas is unconvincing." - the verdict of the Leitch Committee in 1978, the last major report by Government on the economic impact of new roads.

Fact: Strathclyde has an employment stake in rail-based infrastructure improvement - railway supply industries are located in Kilmarnock (rolling stock), Shotts (diesel engines) and Wishaw (concrete sleepers).

"A new road link can suck economic activity out of a region as easily as it can bring activity and prosperity in. Moreover, it may often be possible to achieve the same regional policy goals through rail infrastructure investment, at far lower environmental cost."

'In Trust for Tomorrow', Report of the Labour Party Policy Commission on the Environment, May 1994.



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THE
BILL

5. Boosting the passenger rail network

A new rail investment programme would attract more custom to the Strathclyde-supported rail network, and - in conjunction with the comprehensive traffic calming programmes outlined above - would help to stem the growth in Ayrshire-Glasgow road traffic which has created pressure for the Ayr Road Route.

The top priority should be to tackle Kilmarnock's unenviable status as the worst-served large town in the Strathclyde rail network. Experience elsewhere demonstrates that improved rail links can play an important role in the economic development of depressed areas - the re-opened Bathgate line transformed access to the West Lothian town, while increased track capacity and extra trains between Glasgow and East Kilbride brought a 100% increase in passengers in just 4 years. The rail action plan for Kilmarnock should comprise:

- redoubling of the Kilmarnock-Barrhead (Glasgow) single-track line
- purchase of 2 x 2-car Class 157 Super Sprinter trains to permit introduction of a half-hourly service frequency between Kilmarnock and Glasgow
- upgrading of the Kilmarnock-Barassie (Ayr) line to 75 mph top speed capability
- extending one express train an hour from Glasgow to Kilmarnock through to Ayr, calling at Prestwick International Airport station
- modernisation of Kilmarnock station incorporating full park-and-ride facilities and disabled access

Local road congestion is increasing the difficulty of park-and-ride access from the southern suburbs of Ayr to Ayr station itself. Also, Ayr passengers heading for Carlisle and the south have a relatively slow train service. **Rail improvements for Ayr should focus on two infrastructure projects** which would help to attract traffic away from the A77 and A70:

- reinstatement and electrification of the branch line from Ayr to Alloway and Wonderwest World at Heads of Ayr - with extension of Glasgow-Ayr trains through to the new southern terminus
- relaying of a chord line north of Ayr station and track upgrading to enable Stranraer/Ayr - Carlisle trains to switch from the present circuitous route through Kilmarnock to the 20-minute faster (currently freight-only) line through Annbank to Mauchline

While the Regional Council's new Glasgow Crossrail scheme will open up the prospect of through trains from Ayr and Kilmarnock to Falkirk and Edinburgh, **current plans for Crossrail need to be improved** by bringing the project forward and incorporating a new interchange station at Glasgow Cross which would enable Ayrshire passengers to make easy connections with Argyle Line services for Hamilton, Motherwell and Lanark. Local train services should be increased to an **attractive 15-minute frequency on key routes.**

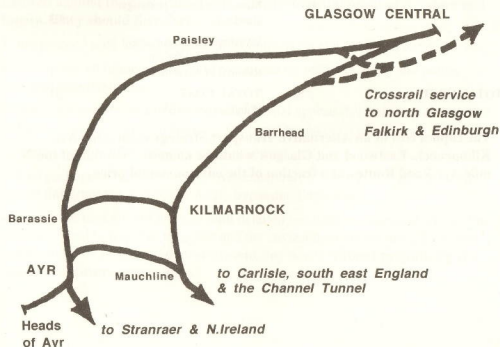
6. Linking Ayrshire to the Channel Tunnel

Central Ayrshire is too far away from the Mossend Euro Terminal - 35 miles in the wrong direction - to be able to derive the full benefits of fast container trains through the Channel Tunnel to mainland European markets. However, the potential exists to establish a new intermodal rail freight terminal to serve Ayrshire industry - with the added prospect of cargo input from Prestwick Airport.

Such a terminal - incorporating a road-rail container transfer crane and rail-linked warehousing and distribution facilities - could also benefit from the mooted development of 'piggyback' train services (lorries carried on specialised rail wagons) from Stranraer through Ayr to south east England and the Tunnel. New Government grants are available to help fund such a terminal and its train services, in recognition of the big environmental benefits of rail over road haulage.

"A Labour government will seek to double the amount of freight carried by rail within the course of one Parliament; a doubling of rail capacity on long-distance bulk haulage would reduce long-haul HGV traffic by almost half."

'In Trust for Tomorrow', Report of the Labour Party Policy Commission on the Environment, May 1994.





HEY LIMPEY



Donald

Duck

SAYS

GET TO

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ABERDEEN
HUNTSABS
AGAINST
C.J.B

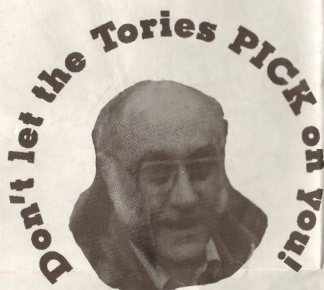




Wind
to
Fishes
Feeds

A close-up photograph of a wooden surface, likely a piece of furniture or a decorative panel. The wood has a warm, light brown tone with visible grain patterns. Carved into the wood are the words "HOLY" and "WISDOM" in a simple, sans-serif font. The word "HOLY" is positioned above "WISDOM". The carving is done in a way that the letters are slightly recessed into the wood. The lighting is soft, highlighting the texture of the wood and the depth of the carving.

Scottish Alliance Against the Bill



Defiance Demo

**Defy the
Criminal
Justice
Act**

**George Square
12 noon
Saturday
25th February**

**Defend the M77
Road Protestors**

Pick-axe the Act!

Scottish Alliance hotline number: 041 552 1179



GLASGOW FOR PEOPLE

Late 1994

forty pages

Motorway versus Democracy

The M1 would cost over £200 million to build a private hospital which failed within 6 months of opening has caused a public furor. For this waste of public money is eclipsed by the £25.6 million contract for the construction of the necessary and ill-conceived M77 Ayr Road Bypass.

On November 3rd, against the background of a noisy protest demonstration outside Southside House, the region's Roads and Transportation Committee agreed the largest Design and Build contract for any urban motorway scheme in the UK.

There was a massive public presence both inside and outside the building. The venerable 71-year-old community councillor from Corbittall, Walter Morrison, and the widely respected transport consultant, David Spaven, among others, were linked by police before being allowed to enter the meeting.

The Labour motion by 10 votes the £25.6 million contract was accepted by the SNP. The Leader of the Tory group, Cllr Ian Drysdale, voiced his approval of the Labour motion, while the Chair of the Committee, Cllr Gordon, bowed forward and nodded in full agreement with his remarks.

To their credit, the Liberal Democrats attempted, despite frequent interruptions by Labour councillors, to put forward a motion due to defer the decision:

"That this contract be not determined today and the Director of Roads be instructed to report to this committee, at the council, on the effectiveness, or otherwise, of all the measures proposed for the A77 corridor and the M77.

In addition, this committee further instructs the Chief Executive and the Director of Roads to report to a future Roads and Transport meeting or the council on representations received from local MPs, the National Trust for Scotland, and other bodies, or individuals, who make representations within the next four weeks."

Fighting to the last

After the meeting had agreed, over 100 Lib Dem councillors dissenting, to award the contract, Walter Morrison of Corbittall, one of the key communities affected by the scheme, stood up and asked to be able to say a few words, and was answered "No" by the Chair, but he continued: "The Public Inquiry proved that Corbittall would be lost, adversely affected by noise, air pollution, visual intrusion, obstruction of movement to and..." The guards advanced and physically attempted to remove him when Walter



agreed to leave under his own steam; David Spaven also stood up to protest against the transport minister contained in the glossy brochure distributed at the meeting—the guards then escorted him out and took his details. Lindsay Kewen of Earth First made his objections known, and was removed from the Chamber. Alice Mackay protested at the destruction of Labour-owned films even to their own party's policies and the guards allowed. A young woman from Pollok Free State then cried out against the destruction of woodlands and the damage to the earth concluded that had just agreed to and was also evident from the committee room. Ian Hughes stressed that Cllr Gordon would be held fully responsible for the building of this road, and argued against the SNP councillor that he had not a shred of evidence for his claims of economic benefits to Ayrshire. He was then manhandled out of the meeting.

Evidence piles up

Ironically, in the very week before the M77 contract was agreed, the press was brimming over with articles about the damaging consequences of increased road-building and road traffic.

At national and international levels, awareness is growing of the climate-changing and health-endangering effects of increasing motor traffic, and of the need for a major upheaval in transport policy. These were the findings of the Royal Commission on Environmental Pollution, comprising the most eminent scientists in the UK (see article inside), which was heralded as an "end of the reign of the car". One of that, the government's own advisory committee, SACTRA (Standing Advisory Committee on Transport Assessment), shows that urban road schemes generate far more traffic than previously accepted. A consensus of medical opinion now agrees that air pollutants are directly implicated

in the increase in asthma and other respiratory illnesses. The Earth Summit in Rio in 1992, to which the UK government pledged its support, commits both central and local governments to reduce CO₂ emissions from road traffic. There are now rigorous requirements for Environmental Impact Assessments under EC Directive 85/337 (see inside). While the Labour Party nationally embraces the spirit of Environmental Impact Assessments, the Labour administration in Southside tries to wriggle out of it by hair-splitting over the date the legislation came into force in the UK, and the date of the Public Inquiry, two months earlier (article inside). In addition to the pledge to make good that requirement, Labour's new policy document, *Is Trust for Tomorrow*, calls for a commitment on all major road-building schemes pending such a review. Margaret Thatcher's much hailed "Great Car Economy" is being explicitly rejected—except in Southside.

Protest gathers momentum

The Labour administration pursued an extremely naïve strategy the contract despite the gathering momentum of protest and despite the publication of "Venom of the Ayr Road Road", the much acclaimed short story a transport strategy by transport consultant David Spaven.

More ludicrous of all, however, is the comment that those who campaign against this motorway scheme are "a small voiceless minority". This claim is made despite the support of political, local and major environmental organisations representing a vast multitude of people.

The rate of public support for the campaign to Stop the Ayr Road Bypass (STAR) continues to grow with local groups in divisions at Glasgow Trust Levens, Glasgow Cycling Campaigns, Earth

(continued on back page)















Strathclyde Regional Council
Strathclyde Roads
Richmond Exchange, 20 Cadogan Street Glasgow G2 7AD

Director: Mr Ing Donald Carruthers CEng FICE FIHT

Tel: Direct Line 041-227-3407
Fax: 041-227-7944

Our Ref:	DC/Rds Cam	Your Ref:
Date:	17 August 1994	
Contact:	Mr. Carruthers	

Ms Lindsay Keenan
Pollok Free State
Roadside Camp
off Barrow Road
GLASGOW

Dear Ms Keenan

Thank you for your letters of the 7 and 10 August 1994 addressed respectively to Mr Brown and myself drawing our attention to your concerns about the recent articles in the Evening Times, in which Mr Brown, one of my Assistant Directors is misquoted as saying "we have had reports that there are min traps in Pollok Park".

For your information, when Mr Brown was responding to media queries, the journalist had raised the articles in English national newspapers and coverage on TV of alleged min traps on road construction sites in England which included photographs of some. To avoid any doubts, I would confirm that I have no knowledge of any min traps in Pollok Park and, incidentally, Pollok Park is the responsibility of Glasgow District Council and not Strathclyde Roads Department, nor do I have any knowledge of mintraps within Pollok Estate on the line of the motorway.

It is my understanding that the Evening Times are to publish a feature article on the Pollok Free State Roadside Camp and I have taken the opportunity to make a similar statement to the reporter compiling that article.

I am sure that you are aware that the Regional Council has followed the full democratic process and carried out extensive public consultation prior to deciding to build the Ayr Road Route in conjunction with The Scottish Office and, should you call a press conference, the department will not be represented at it.

Yours sincerely



DIRECTOR

cc Councillor Gould, Councillor Gordon, Councillor MacLellan, Councillor Bennett (GDC),
Dr Malcolm Reid, Mr Walter Morrison

Roads and Lighting Facts reports: Freephone 0800 37 36 35
Roads Bridges Lighting Parking Road Safety Coast Protection Piers Harbours Transport

LDC631/ovg



Strathclyde
SCOTLAND



A national
free zone
authority



An equal
opportunities
authority











Guidelines for Kids :

suggestions to help you make the best of striding

- * You have a good opportunity to make a difference - make sure you don't waste it.
- * If you want people to take you seriously: act sensibly and responsibly.
- * Get yourselves organised if you want to get somewhere.
- * Try & get teachers and parents to support you.

When you are at the Free State:

(the same rules apply to you as well as adults)

- * remember - apart from animals, birds and trees, the Free State is also our home
- * treat things with respect - we can not afford to replace them
- * ask before you touch equipment/ climb treehouses etc.
- * try & leave things tidier than you found them - **DONT** drop papers.
- * put things back where you found them.
- * sorry - but we can't afford to feed you all, so bring food with you
- * sorry again - but don't hang around after dark unless your with an adult.
- * look after your belongings
- * we can't stop you, but we'd rather you didn't smoke. If you must - do it out of sight - there are a lot of press around and it will be used against you and us.
- * keep off the roads
- * if you have any problems - tell a Free Stater - they'll try and help you out

When you are near Wimpey:

- * make sure there is an adult with you, to act as a witness etc. if anything goes wrong.
- * do not climb on dangerous machinery.
- * Wimpey are very worried about you getting involved - don't make it easy for them to write you off by acting irresponsibly.

Remember - your actions reflect on the Free State.

**DONT GET INVOLVED WITHOUT YOUR
PARENTS/GUARDIANS CONSENT**

Signed Parent/Guardian

THANKS FOR YOUR SUPPORT

Reducing congestion?

Much of the attraction of the Ayr Road Route to people living along the current A77 lies in its claimed ability to relieve local road congestion in the residential and shopping areas of Giffnock, Thornliebank and Newton Mearns.

Fact: Evidence from throughout Britain has demonstrated that new roads bring only temporary relief from congestion. Such is the latent demand for car travel - traffic expands to fill the road space available - that the existing A77 would in practice fill up again.

Fact: Temporary relief for Newton Mearns and other Eastwood suburbs would be bought at the expense of increased traffic through the disadvantaged communities of Arden, Darnley and Nitshill, through which traffic would be attracted to get on the new road.

Fact: The Roads Department failed to consider the phenomena of increased trip length (longer journeys) and extra trips (new journeys) stimulated by the provision of the new road.

Fact: The traffic growth encouraged by the Ayr Road Route would lead to further congestion at the Kingston Bridge bottleneck. Time savings would quickly be lost in additional delays at the bridge, and no firm plans for coping with the extra traffic have been made public.

"The proposal is unsatisfactory in that it will cause unacceptable increases in traffic on local roads which already carry high volumes of traffic in high density residential areas."

Glasgow District Council, refusal of planning permission to Strathclyde Regional Council for the Ayr Road Route, 1987.

"...it is clear that if the Ayr Road Route is implemented as proposed the existing problem of traffic congestion on the M8 motorway will worsen to an unacceptable level."

F E Noble, BSc, CEng, MICE, MIMunE, MIHT, for Glasgow District Council, at the Ayr Road Route Inquiry, 1988.

Improving the public transport system?

By reducing through traffic on the existing A77 through Eastwood and providing a fast corridor for express buses along the Ayr Road Route, it was hoped to improve the reliability of local and longer distance bus services.

Fact: Comprehensive bus priority measures could be introduced on the A77 through Eastwood and Glasgow's south-west suburbs without building the Ayr Road Route.

Fact: Any time advantage for privately-owned express bus services (and private cars) along the Ayr Road Route would undermine the economics of Strathclyde-supported rail services to Neilston, Ayr and Kilmarnock. The road would thus increase demands on Strathclyde PTE's limited budget.

Fact: The Region's Transportation Policies and Programmes for 1982-87 noted that "These (limited-stop bus) services would however have a bearing on the case for continuation of revenue support for rail services in the corridor." Without revenue support, the threat of rail closures becomes apparent.

Fact: The new A737 Johnstone bypass has caused a decline in custom on the parallel Strathclyde-supported rail service from Glasgow to Largs.

"It is absolutely imperative that criteria for assessing road and rail investment are put on the same level playing field and that in both cases wider social, economic and environmental effects of an investment which is financed from public funds are taken into account."

David Begg, Napier University transport economist, 'Moving Scotland into the 21st century', John Wheatley Centre, 1992.















COURT OF SESSION, SCOTLAND

APPEAL

to

THE COURT OF SESSION

Under Sections 232 and 233 of the Town and Country Planning (Scotland) Act, 1972, as amended by the Local Government and Planning (Scotland) Act, 1982 and the Roads (Scotland) Act, 1964

by

CITY OF GLASGOW DISTRICT COUNCIL, having its Headquarters at City Chambers, Glasgow G2 1DU

- against -

A Decision of the SECRETARY OF STATE FOR SCOTLAND dated 8th September, 1989 and communicated to the Appellants on 11th September, 1989 granting Planning Permission to Strathclyde Regional Council for the construction of the A77 Ayr Road Route in Glasgow, as shown in The Strathclyde Regional Council (Ayr Road Route (A77) (Dumbreck to City of Glasgow District Boundary) Special Road Scheme, 1987

1. By application validated on 29th December, 1986 Strathclyde Regional Council applied to the Appellants for Planning Permission for the construction of a new road to be known as the Ayr Road Route, as described in the Strathclyde Regional Council (Ayr Road Route (A77) (Dumbreck to City of Glasgow District Boundary) Special Road Scheme, 1987. The promoters of said road were the Scottish Development Department, for whom Strathclyde Regional Council acted as agent authority. By Decision dated 29th May, 1987, the Appellants refused said application. Thereafter, Strathclyde Regional Council appealed against this refusal to the Secretary of State for Scotland, who appointed Mr Brian E. Farnell, B.Sc., A.C.G.I., Dip.T.P., F.R.C.P.I to conduct a public local inquiry into the matter. Although the/



DEFY
THE ACT

NO
M77

STOP WINPEX
RAPE

OF GLASGOW

Scottish
Labour

DEFY
THE ACT

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6. Stalls We are the first on the list for Pollock Family day. We can turn up on the day and invite people to the camp. We can also have the use of GOC stall.
We have a pitch on Buchanan St on 13th Aug and 17th Aug.

7. Reports A Finance - very poor, relying on help from constituent organisations.

B Political lobbying. GIP undertaking this. Guidance is being produced. Plan to hold seminar.

C Foster. After discussion, agreed that two posters be produced, 1 showing No M77 and 1 for the meeting. Foster committee meeting 20th July. To be done ASAP.

D Future events. Already discussed, future gigs to be announced.

E AGOB Old pledges to be used up. Develop press contacts. Prepare agenda for next meeting.

Note: Date of next meeting 11th August 7.30 Roads and Transportation Committee 11th August 1100 Strathclyde House 5.15A 3F

AVAILABILITY FOR HELPING WITH STALLS

DATE	9-11	11-13	1-3	3-5
SATURDAY 2nd August Pollock Family day	JANE WENDY G	ALLISON DELAN G	SHEILA P DELAN G	WENDY G IAN G
SATURDAY 13 AUGUST BUCHANAN STREET	WENDY G DELAN G	ALLISON DELAN G	CHARLES W SHAW G	JANE
WEDNESDAY 17th August BUCHANAN STREET		WENDY G IAN G	IAN G DELAN G	DANIEL W

WOULD THE PEOPLE WHO TICKED FOR JANE AND STALL
AT THE 7th JULY STALL MEETING PLEASE TRY AND
FILL OUT AT LEAST ONE TICK AS WE NEED MORE PEOPLE ON
STALL AT ALL TIMES

* P.S. PHONE IN TICKETS

THANKS



PRESS RELEASE

PRESS RELEASE

PRESS RELEASE

PRESS RELEASE

Tel. 941 331 3475

North First : Glasgow
P.O. Box 150
Glasgow
G4 5AB

On Thursday 3rd Nov. there will be a demonstration outside Strathclyde House 1 in India St. Glasgow to protest against the awarding of the contract for the M77. The demo. will take place at 10:30 am.

We find it incredible that Strathclyde Regional Councilors can even consider awarding this contract especially in light of recent reports that because a full Environmental Impact Assessment has not been done the Motorway will be in breach of European law.

In the last few months North First and many other organizations have put forward the very positive case AGAINST the M77. The Glasgow District Council, The Regional Labour Party, Every leading environmental group in Britain, Community councils the lunch and breadth of Glasgow, The Labour Party policy document "In Trust For Tomorrow". The recent report by the Royal Commission and thousands of Glaswegians have all spoken out against Motorway Madness, but still the Regional Councilors choose to ignore the opposition to this road calling it a unanimous majority.

Many attempts to discredit the opposition to this motorway have been used by Strathclyde Regional Councilors in the last few months at a time when they should instead have been studying the alternatives being put before them, the latest and most cynical being a report in the Evening Times on Wed. the 2nd Nov. about alleged malicious phone calls from motorway protesters. We consider that this report is designed quite simply to deflect the arguments from the very real issues which we and others have been consistently raising for many months. We have no knowledge of any such phone calls but we do note that the writer of the article is the same local government correspondent who printed similar allegations several months ago about "saboteurs" which were subsequently found to be complete nonsense.

We hope that people will concentrate on the serious issues at hand and that this contract will not be awarded. We do not consider great phone calls or cynical plays to discredit genuine protest.

Yours in peaceful direct action

Glasgow North First :

Lindsay Neenan

WARNING

**FIRST
SECURITY
SERVICES**

CALL 405 767 7666



NO M77 DEMO 24TH SEPT







M77

CORKERHILL DEATH
M77 SENTENCE
POLLUTION
KILLS!



COMPARING THE COST

The Ayr Road Route

Construction of 7 miles
of dual carriageway

£m

51

The Alternative*

Eaglesham bypass and
upgraded B764

Traffic calming up to 20 miles of
roads in Eastwood
and south west Glasgow

Double-tracking the
Kilmarnock-Barrhead railway

Modernisation of the
station at Kilmarnock

Purchase of 2 x 2-car
Class 157 diesel trains

Upgrading the Kilmarnock
-Barassie (Ayr) line to 75mph

Relaying and electrification
of the Ayr-Heads of Ayr line

Upgrading the Ayr-Annbank-
Mauchline line to passenger
standards

Investment grant for new
intermodal rail freight
terminal in Ayrshire

TOTAL COST

51

(* indicative costs)

£m

15

2

16

1

3.5

1

8

3.5

51

TOTAL COST

The capital cost of an Alternative Transport Strategy embracing Ayr, Kilmarnock, Eastwood and Glasgow would be no more than that of the 7-mile Ayr Road Route - at a fraction of the environmental price.

CONCLUSION AND RECOMMENDATIONS

This report has demonstrated that:

- there are plenty of practical alternatives to the dated and damaging Ayr Road Route plan
- these alternatives were not properly evaluated before or during the 1988 Public Inquiry
- evidence of additional traffic, increased congestion and accidents which would be generated by the new road, have not been adequately considered

The £51 million Ayr Road Route has its origins in a bygone era, in that:

- it would be incapable of meeting the transport challenges of the 21st century
- it contradicts Labour's new national policy on roadbuilding
- it would seriously undermine efforts to maintain and upgrade rail services which are financially supported by Strathclyde Region

Based on all the new evidence which has come to light since 1988, it is time for the Region and the Scottish Office to recognise that their project has not been measured against the new transport and environmental needs of Ayrshire and Glasgow. They should therefore:

1. not proceed with letting construction contracts for the Ayr Road Route;
2. commence an immediate action programme for traffic calming and public transport improvements;
3. commission full economic and environmental appraisals (including assessment of traffic generation) which compare the benefits and costs of:
 - (a) the Ayr Road Route as presently proposed, and
 - (b) a package of rail service improvements, traffic calming, and an upgraded road link from the A77 to the A726, bypassing Eaglesham.
4. Thereafter they should proceed with detailed feasibility studies and area action plans designed to improve transport and the environment in Ayrshire, Eastwood and south west Glasgow - to meet present day needs without prejudicing the interests of future generations.











**TREES
NOT
TARMAC**

Earth  First!





SCOTTISH ANARCHIST



Free/Donations welcome No.2 October 1994.

Let Glasgow Flourish by Resisting the Roads carve up of Pollok Estate

After years of legal wrangles, Strathclyde Regional Council and the Tory Scottish Office have given the 'green light' to build a motorway extension to the M77 through Pollok Estate.

Residents in Cokerhill, Priesthill and Damley face having this 'roads monster' at their back-garden. Haggs Castle Golf Course stand to profit but the right of access to the "green and pleasant land" of Pollok estate will be disrupted - all for the convenience of speeding up traffic for the middle class commuters of Newton Mearns!

Up a Tree

Although objectors such as *Glasgow for People* placed their faith in persuading the Council and Scottish Office that the extension was unnecessary, others prepared for direct action. Inspired by the "Birdman of Pollok" who stayed up a tree in the winter of 1993/4, encour-

aged by the growing involvement of local people in nearby Pollok, Carnwardic and Nitshill, and the co-operation of Cokerhill Community Council, a campaign has been set up to stop the road by any means necessary.

Bypass Politicians

Already massive destruction has taken

place near Cokerhill and old Pollok, during which a navy was killed in construction work. Local opinion has been swept aside. Politicians have failed. Now the preparation of the route for motorway construction is to start - only direct action and public outcry can halt it.

Already people from Glasgow and

wider afield have been heartened by the setting up of a Camp at the woods in Cowglen. This beautiful site is on the devastation route. Successful gatherings have already been held at the site and wellwishers, such as the *Glasgow Anarchist Group*, have donated food to keep the Camp going. The involvement of *Glasgow Earth First*, buoyed by the resistance down south at Twyford Down and Wanstead on the M11 route in East London, has strengthened the movement to take direct action.

Against the State

Such resistance will be faced with the new Criminal Justice Act and the collaboration of Strathclyde's Labour Council in using "Police State" laws against a community determined to oppose. This opposition stems from a belief that the extension of motorways, private transport and the car is central to the development of capitalism. As libertarian revolutionaries, we are mindful that Pollok Estate isn't only about conserving a few trees, or a right of way, important as this is. Halting the motorway extension will send a clear signal that a community of resistance is being created, including working class people prepared to defy the draconian laws, and not prepared to allow any more destruction in the name of progress.

Who are we ?

The SFA was formed 3 months ago out of a desire to coordinate anarchists, libertarian socialists and autonomous revolutionaries in Scotland. Our immediate goal is to assist The Centre in Edinburgh (see overpage) to repel the attempt by the Labour Council, using Sheriff Officers to close a unique centre of resistance in Scotland.

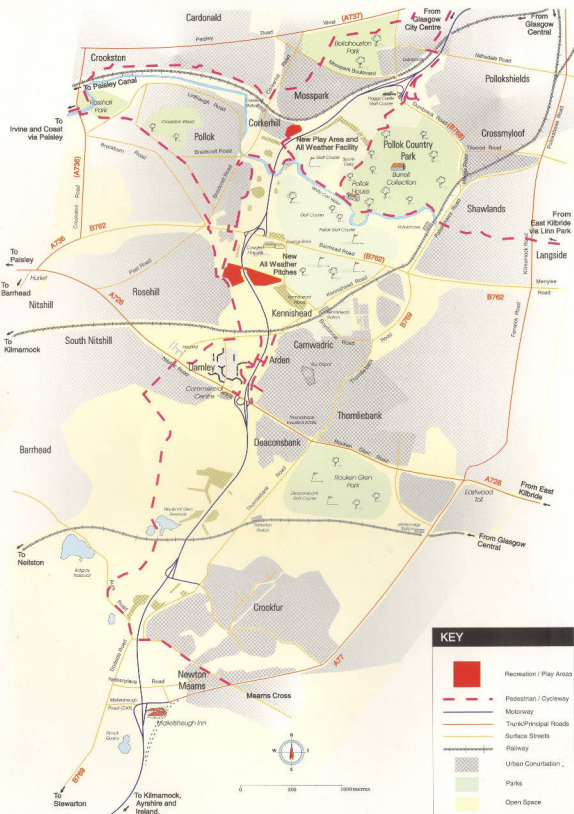
We have contacts in Edinburgh, Falkirk area, Inverclyde, Dundee, Aberdeen, Shetland, the Womens anarchist group and the Glasgow Anarchist group. We

stand for the creation of a classless society by overthrowing capitalism on a world scale. This can only be achieved by a social revolution. We live the social revolution today by carrying "a new world in our hearts" and seeking to further resistance without reliance on leaders or outside Parties. We oppose the State on all it's levels. Nationalism is the lifeblood of intolerance, war and division amongst working class people.

If you agree with us want Stickers (send SAE + No.1 of SA newsheet) contact POB 1008 (Nat Sec SFA), Glasgow G42 8AA.

Out early October - **SCOTTISH ANARCHIST** - a review/magazine. Send £1 for No.1 which includes articles on the Cameras in Glasgow, Baby Tagging, A Dublin anarchist group on the IRA Cease-Fire, Lessons of the Timex Dispute, Defending The Centre, Flushing out the Scottish Financial Mafia, the Criminal Justice Act, The relevance of the Spanish Revolution (Part 1), anarchist history in Scotland, Reviews plus cartoons.





Many existing roads will be relieved of heavy congestion providing enhanced conditions for residents, pedestrians and bus users.
Removal of traffic will allow road safety improvements to be carried out.

Environmental benefits include:

Reduced Air and Noise Pollution within traffic relieved areas

Improved pedestrian and cycle links throughout the area



Footways and Cycleways

4.5 Kilometres of new footpath / cycleway; on both sides of Ayr Road Route between Nitshill Road and Kennishead Road and, linking Pollok Country Park to Cokerhill Community and Cokerhill Road

2 New footbridges; linking Darnley and Arden, Cokerhill and White Cart walkway

1 New pedestrian underbridge; at South Pollok Recreation Ground



Recreational Areas

Safe new childrens play area at Cokerhill with provision of play equipment and an all weather recreational facility

Funding of new all weather pitches at South Pollok Recreation Ground to replace the existing pitches presently subject to flooding



Play Area and All Weather Facility at Cokerhill	: £336,000
All Weather Pitches at South Pollok Recreation Ground	: £525,000

These facilities have been designed in consultation with:

Cokerhill Community Council
Eastwood District Council
Glasgow District Council

Landowners
National Trust for Scotland
Pollok and Corrour (Pollok Estate)













**DON'T LET WIMPEY TAKE
OUR BREATH AWAY !**



**M77 ?
NEVER !**

POLLOK ESTATE WILL BE DEFENDED

FREE STATEMENT

FROM GLASGOW NORTH FIRST! ON MONDAY 24th FEBRUARY 1995

TOWN MP THREATENS PEACEFUL ANTI-MOTORWAY PROTESTORS IN GLASGOW

At 4 pm this afternoon at the Pollok Castle Estate in Newton Mearns, on the route of the proposed M77 motorway, protestors heard shouting coming from the road through the estate. The protestors went to investigate the noise and were confronted by a group of 7 or 8 thugs and Alan Stewart, MP for the local area (Eastwood) and Scottish Office local government minister, along with Les Folland the Head of Roads for Wimpey Construction the contractors who have been given the contract to build the M77.

A banner which had been hanging on the derelict building at the roadside, which the protestors have now occupied, had been ripped down and was lying in the mud. Alan Stewart MP was screaming and heading at the protestors and when asked by Lindsey Keenan of North First! why he was using such threatening language and behaviour the MP responded by pushing Mr Keenan back into the group of protestors who had been watching in amazement. The MP then walked down towards the protestor's caravan in the adjacent woods and picked up a pickaxe which he began to wave around in the direction of the protestors.

One of the protestors ran off to telephone the police and another swiftly blocked Mr Stewart's car with his vehicle in order to detain the MP until the police arrived. The local police arrived half an hour later and several statements were taken from the protestors, who had witnessed the incident, and the MP. Some of the protestors then went to Giffnock Police Station to give statements. Mr Keenan has asked the police to press charges against the MP and is also considering bringing a private prosecution against the MP.

North First! and community councils, along with environmental groups (both local and national), have been peacefully campaigning against the construction of the M77 for ten months but this has been the first violent incident. All the protestors have been shocked by today's incident and have vowed to continue with their campaign of non-violent direct action even in the face of intimidation as took place today.

The European Community have also called on Strathclyde Regional Council to halt construction of the M77 until a full Environmental Impact Assessment has been carried out as this has never been done.

Further information, should it be required, can be obtained by phoning 041 810 ~~XXXX~~ or Pollok Free State on 0690 720244.

1600





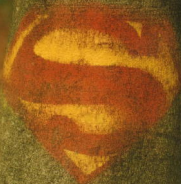
The Peoples' Free University of Pollok

The decision to build a motorway through Pollok Estate in Glasgow has brought into sharp focus issues which affect the whole of Scotland. Even in such a densely populated area, local people have little control over how the land and the environment is used or abused, and little say over how their communities develop. The parallels with the debate over land use and land ownership in the Highlands are striking. Just as Highland estates are often managed for the benefit of a few outsiders rather than for the local community, so Pollok Estate could be sacrificed for the benefit of car-owners from outside Glasgow. Proposed take-overs of estates by crofters, as happened in North Assynt, have shown that it is possible to challenge this injustice in rural areas. Now it is time for people power to rise in the cities.

The disaster that is the M77 does not augur well for the areas of Glasgow in its path. Far from alleviating economic problems, the motorway will make them worse. It is a blight on the ability of local people to shape their own future. Pollok Free university - a proposed community college offering training in living skills, crafts, environmental and land issues - is an attempt to turn the tide. Going beyond the campaign of resistance to the motorway, it will foster skills and hope in the community and assert the right of local people to control their land and their future.

The campaign against the M77 has inspired thousands of people and shown that people in Scotland will not take abuse of their environment lying down. It has also shown what can be done to construct an alternative. Pollok Free University aims to build on this strength to create a permanent asset to the community - an educational resource which is innovative, practical and accessible to local people. We hope this can be a model for community empowerment and environmental education throughout urban Scotland - and are appealing to people involved in education, the arts, community projects and environmental work throughout Scotland for support. If you would like to be involved in making this happen, please contact us for further details.







Glasgow Earth First!

BACKGROUND INFO.

(EMBARGOED UNTIL 10.00am FR - 26/04)

Glasgow Earth First! and local residents are this morning demonstrating at the National Trust for Scotland's head office at Greenbank Gardens in Glasgow and at the Trust's Hutcheson's Hall property in Ingram St.

These actions are to highlight the Trust's role in allowing the destruction of Pollok Estate by the proposed M77 - Ayr Road Route.

The late Sir John Stirling Maxwell of Pollok was founder member of the Trust and Pollok Estate was the first property which the Trust took on under the 1939 conservation agreement.

The 1939 conservation agreement covering the 1118 acre Pollok Estate states:

"That the said woodlands should remain forever as open spaces or woodland for the enhancement of the beauty of the neighbourhood and so far as possible for the benefit of the citizens of Glasgow".

The 1968 gift of Pollok House and 361 acres of the protected Estate were given to Glasgow District Council - this area is now known as Pollok Park and the letter of gift included the following paragraph:

"It has always been the wish of the family, as it was of the late Sir John Stirling Maxwell, that the lands surrounding Pollok Estate should remain forever as open spaces or woodlands for the enhancement of the beauty of the neighbourhood and for the benefit of the public and in particular the citizens of Glasgow".

The Trust waived the right to stop the motorway.

The motorway will take away 104 acres of the original Estate destroying 1 woodlands in the Estate, and will run only 600 metres from the edge of Pollok Park and 500 metres from Pollok House.

In 1972 lawyers for the Burrell Collection Trustees wrote to the Trust's lawyers. They said:

"It was of course in the light of the terms of the Deed of Gift of the collection to the Corporation, and the known wishes of Sir William Burrell, a crucial element in the Trustees' decision, that the site of the Burrell Gallery should be one which would remain rural in its nature". "The terms of the 1939 Restitutive agreement allied to the conditions of gift set out in the letter of 21st Nov. 1938, seemed to the Trustees to give the best possible guarantee that this essential requirement would be met."

"In these circumstances the concern of the Trustees at any breach of the inalienability of the 1118 acres will be appreciated".

The M77 Ayr Road Route will run 200 metres from the priceless Burrell Collection.

IN 1974 THE NATIONAL TRUST FOR SCOTLAND WAIVED THE 1939 CONSERVATION AGREEMENT TO ALLOW A MOTORWAY TO BE BUILT THROUGH THE POLLOK ESTATE.

"The National Trust for Scotland serves the nation as a cabinet into which it can put some of its valuable things; where they will be perfectly safe for all time and where they are open to be seen and enjoyed by everyone". (Sir John Stirling Maxwell; 1988).

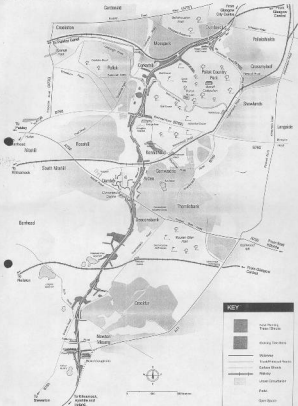
"Was the Trust now guilty of a serious error of judgement and attempt to put that error right in the light of what we know in 1994?" asked Glasgow Earth First! spokesperson Raymond Vaughn.

Press Release





LANDSCAPE





CHILDREN
SEE THE TRUTH



WE'VE HAD OUR WEETABIX.

The bottom panel of the comic strip features the text "WE'VE HAD OUR WEETABIX." in a bold, black, sans-serif font, centered on a white background.





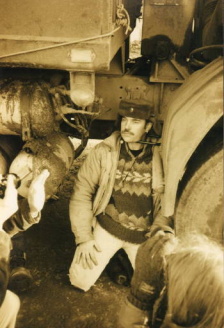












J.C.
A.F. OR

No

M

WIMPY
IS
FUCKIN
PRIKS







Instead of THE AYR ROAD ROUTE

An Alternative Transport Strategy
for the Glasgow-Kilmarnock-Ayr corridor



Glasgow for People
with support from



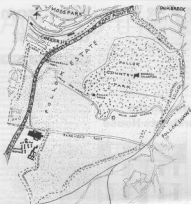
WWF UK
(World Wide Fund for Nature)



Friends of the Earth Scotland



Scottish Wildlife Trust



Boycott Wimpey! Visit the Camp!

Visit the woodlands on Barrow Road (opposite National Savings Bank) and see the lovely architecture and architecture in Pollok Free State. Visitors are very welcome—bring yourselves, your friends, and share in the goodwill. By bus, 21, 23, and 98.

The Stop The Ayr Road Route (STARR) Alliance

Cockhill Community Council
Park Community Council
North Pollok Community Council
Temple Community Council
World-Wide Fund for Nature - Scotland
Scottish Wildlife Trust
Friends of the Earth (Scotland)
Friends of the Earth (Glasgow)
Architects and Engineers for Social Responsibility
Earth First!
Transport 2000
Glasgow Cycling Campaign
Glasgow for People
Glasgow Building Guardians Committee
Glasgow Tree Lovers
Socialist and Environment Resources Association
Railway Development Society (Scotland)
Rambles Association (Strathclyde)
Friends of the Peoples Palace
Friends of Kelvingrove Park
Groups support the campaign

Motorway versus Democracy

(continues from front page)

First, the *Rambles' Association (Strathclyde)*, Community Councils, not to mention the many more who are affiliated to *Glasgow for People* (for list see back page).

A public meeting in August at the City Hall, addressed by Canon Kenyon Wright, attracted 200 people. And on September 24th, the first anti-motorway protest march ever held in Scotland took place. Banners from the STARR alliance, Greenpeace, Earth First, Glasgow for People, the Worldwide Fund for Nature, Scottish Wildlife Trust, Architects and Engineers for Social Responsibility, Friends of the Earth, NEKA (Socialist Environment and Resources Association) and many more, were participating in the streets of Glasgow behind a colourfully decorated float. Over 1,000 people have now signed a "Pledge to Save the Greenbelt". Even the National Trust for Scotland, whose concern was required to build a motorway through the historic conservation area of Pollok State (reportedly given in the early 1970s), have now written to the Council and the Secretary of State asking that the alternative transport strategy be given consideration.

Ignoring their own party

Most strikingly, the list of those opposing the Ayr Road Route also includes normally influential Labour Party bodies. Notably three Constituency Labour Parties such as Pollok, Govan and Garscadden voted in favour of the motorway, but Glasgow District Labour Party, representing thousands of Labour Party members, reaffirmed unanimously its opposition to the M77 extension. To this can be added Maryhill Labour Party which has a standing policy against all urban motorway building. In August Strathclyde Regional Labour Party, representing party members in 33 constituencies, voted overwhelmingly against the Ayr Road Route.

The City of Glasgow, representing around 512,000 electors, recently reaffirmed its opposition to the scheme. The three MPs whose constituencies are most affected (notably Glasgow (M20)) have expressed their support for the sustainable alternative to the M77.

Yet politicians seek to justify their actions on the grounds that, since they are elected, while protesters are not, the being elected does not mean that all decisions are automatically right,

nor that they do not require scrutiny. As Labour politicians will only too readily point out, the fact that the Conservatives were returned to power nationally, doesn't mean their policies are correct. Why should the electorate be asked to accept that all MRC decisions are correct or acquiesce to the Roads Department's overwhelming influence on Strathclyde's transport policy?

The volume and breadth of opposition has been utterly ignored by Strathclyde's Labour councillors. While the designs of the environmentally friendly alternative to the Ayr Road Route was left standing in the street, some hungry motorway engineers from the Roads Department were given a free hand to press relentlessly for the building of the M77 extension; councillors were urged to stand firm against popular opinion and sentiment.

In a similar situation, central government backed down from driving south through Odium Wood, due to the pressure of protest against the East London River-Crossing. And the Labour establishment in Strathclyde even more impervious to popular protest than the Tories!



**NO
M.77
NATIONAL
TRUST
SOLD
OUT**



INSTRUMENT TO RECORD IN THE PUBLIC Registers and Records of Scotland.

INSTRUMENT TO RECORD IN THE PUBLIC

No. 10

May 4, 1939.

3-4 pub.

Presented by Allan W. Campbell, Writer, Edinburgh.

Agreement between Fether Pollok Limited and National Trust for Scotland.

This Agreement is made the Twenty-ninth day of April Nineteen hundred and thirty nine between FETHER POLLOK LIMITED, incorporated under the Companies Acts 1900 to 1917 and having their Registered Office at One hundred and twenty West Regent Street, Glasgow, G.2, (who together with their successors in title to the lands hereinafter described are hereinafter referred to as "the First Party") OF THE FIRST PART and THE NATIONAL TRUST FOR SCOTLAND for places of Historic Interest or Natural Beauty incorporated by the National Trust for Scotland Order 1935 (hereinafter referred to as "the Second Party") OF THE SECOND PART.

WHEREAS (1) the First Party is heritable proprietor of the lands and others hereinafter described and is desirous that the said lands should remain for ever as open spaces or woodlands for the enhancement of the beauty of the neighbourhood and to so far as possible for the benefit of the citizens of Glasgow; (2) the Second Party is by Section 7 of the National Trust for Scotland Order 1935 empowered to enter into agreements with the proprietors of heritable subjects whereby real conditions are created upon the subjects in favour of the Second Party, and (3) the First Party has therefore agreed with the Second Party that the restrictions after-mentioned shall be imposed upon the said lands and others and shall be real conditions thereupon.

NOW this Deed made under and by virtue of the said National Trust for Scotland Order 1935 WITNESSETH and it is hereby AGREED as follows:-

The First Party provides and declares that the subjects after described shall be burdened in favour of the Second Party with the real conditions afterwritten, *videlicet*:- All and whole the lands extending to one thousand one hundred and eighteen acres or thereby lying in the Parish of Eastwood and County of Lanark and bounded as follows:- On the North West partly by ground conveyed to the Corporation of Glasgow (Housing Department) and partly by ground belonging to the London Midland and Scottish Railway (Fether Canal Line); on the North East by ground belonging to the said London Midland and Scottish Railway Company (Glasgow Harbour and Kilmarnock Joint Lines); on the South South West and East South East by part of the lands of Sheeppark; on the East by part of the lands of Bengerhill /

John A. Baird, Writer
John A. Baird, Writer

John A. Baird, Writer
John A. Baird, Writer

Registers and Records of Scotland.

INSTRUMENT TO RECORD IN THE PUBLIC

Page Second

Bengerhill; on the South South East by Bengerhill Road; on the South East by the lands of Bengerhill; on the North North West by ground conveyed to the Corporation of Glasgow (Housing Department); on the West by Bengerhill Road; on the South by Bengerhill Road and again on the West by ground conveyed to the Corporation of Glasgow (Housing Department), all as the said lands are delineated and edged in red on the plan annexed and signed as relative hereto.

2. The real conditions referred to in the foregoing clause are as follows, *videlicet*:-

(a) no part of the said lands and others shall be used, fenced, cleaned, leased or otherwise alienated in whole or in part for the purpose of erecting dwelling houses or offices, factories or any buildings other than those specified in clause three hereof save that it shall be in the power of the First Party with the consent of the Second Party to make over to any municipal, government or statutory authority ground to be used for the erection of buildings or other structures for the use of the public services;

(b) save as aftermentioned after the execution of these presents no new act or thing shall be done or planned or permitted to remain upon the land which in the opinion of the Second Party would tend to injure, prejudice, affect or destroy the present aspect and condition of the land;

(c) no structural alterations shall be made which shall affect the external appearance of Fether House or of any other buildings on the land nor shall the said buildings be used for purposes other than those for which they are at present used without the consent of the Second Party;

(d) no quarry shall be opened or worked upon any part of the land except to provide sand, gravel or stone for Fether Estate purposes;

(e) no timber, trees or underwood shall be felled, topped, lopped or cut save in accordance with the usual methods of forestry or with the consent of the Second Party for other good cause.

Notwithstanding the real conditions above written the First Party shall be entitled to use or lease, and subject to the right of prescription /

John A. Baird, Writer
John A. Baird, Writer

John A. Baird, Writer
John A. Baird, Writer











Enhancing the environment ?

By removing traffic from residential and shopping streets, it was hoped that the Ayr Road Route would secure a net improvement in environmental conditions.

Fact: The Ayr Road Route would secure environmental improvements in generally affluent areas at the expense of further environmental degradation in areas which are already disadvantaged.

Fact: The new road would concrete over more than 95,000 square yards of open space and parkland in Pollok Estate, breaching an important wildlife corridor in a green belt recognised by Glasgow District Council as an important 'Site of Interest to Nature Conservation'.

Fact: The Public Inquiry was not presented with a full environmental assessment as now required by the European Union.

Fact: The Roads Department's environmental report on the Ayr Road Route failed to examine directly the impact of nitrogen oxides (which increase the risk of bronchitis and pneumonia), ground level ozone (which aggravates asthma and bronchitis, and can damage lung tissue), and carbon dioxide (the main greenhouse gas).

Fact: Since the Public Inquiry new evidence has come to light on the health dangers of benzene in unleaded petrol and fine particulates from vehicle exhausts (creating respiratory and cancer risks).

"Corkerhill has a high unemployment rate, poor housing with associated illnesses, and few community facilities. Its environment would be substantially worsened by the Ayr Road."

Brian K Parnell, Reporter to Ayr Road Route Inquiry, 1988.

"Strathclyde has established an environmental charter in order to improve local environments and to protect valuable resources such as the green belt."

Strathclyde Labour Manifesto, 1994.

NEGLECTED ALTERNATIVES

The biggest failing of the Ayr Road Route project is that alternative ways of achieving transport, economic and environmental objectives for the Glasgow-Ayrshire corridor have never been properly examined.

Rail upgrading

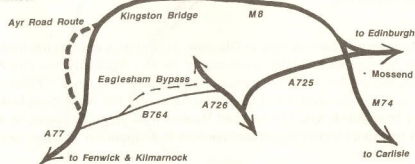
The Roads Department's evaluation of the project made no attempt to quantify the costs and benefits of a rail-based transport package and compare this with the Ayr Road Route on a value-for-money basis. As will be seen, **there is enormous scope to improve parallel rail services** and create a high-quality alternative to the Ayr Road Route.

The Eaglesham bypass

At the 1988 Public Inquiry the Roads Department rejected alternative road strategies - such as an Eaglesham bypass or a link road around south west Glasgow - on the basis that these were outside the scope of the Enquiry and would require a major change to the Structure Plan.

This was a serious failure, since the Region's own figures show that one third of the traffic volume on the A77 north of Fenwick diverts on to the B764 Eaglesham Moor Road, despite its unsuitability for heavy traffic. The reason is simple - many cars, coaches and lorries are heading for Lanarkshire and the M74 connection to the south, and the B764 takes them in the right direction. By contrast, the Ayr Road Route will take much through traffic in the wrong direction - into Glasgow and the lengthening bottleneck on the M8 approaches to the Kingston Bridge.

All traffic on the B764 passes through the centre of Eaglesham, causing serious safety and environmental problems in a designated conservation area, identified in the Regional Structure Plan as an urban centre with priority for traffic relief. An Eaglesham bypass linked to the dual-carriageway A726 near East Kilbride could be a **key strategic link between Ayrshire and Lanarkshire**, as well as bringing much needed relief to the village itself. Despite this, and despite the strong local demand for removal of heavy through traffic, the long-mooted Eaglesham bypass has once again been deferred and is not part of the Region's current Transport Policies and Programmes.



STRATHCLIDE REGIONAL COUNCIL ARE GEARING UP TO BUILD A MASSIVE MOTORWAY THROUGH THE POLLOK ESTATE. WE ARE DETERMINED TO STOP THEM! (ONLY FOR THE HEADSTRONG)

EAGLE NIGHT IN POLLOK E STATE

SATURDAY EVENING 28TH MAY



PARTY FOR THE PLANET

TURN OFF THE BARRHEAD ROAD OPPOSITE COWGLEN NATIONAL SAVINGS
BANK INTO OUR VERY OWN E STATE WOODLANDS.





Saving time for road users?

The method used to evaluate the likely costs and benefits of new roads concentrates on time savings for motorists - it puts a price on the number of minutes to be saved by each motorist over a 30 year period, adds up all the predicted millions of minutes, and then compares the total benefits (time savings plus reduced transport costs plus lower accident costs) with the construction cost of the road. The value of these quantified time savings represented 79% of the total quantified benefit of the Ayr Road Route as estimated by the Region's Roads Department.

Fact: The Ayr Road Route would save motorists and road hauliers as little as 7 minutes on the journey between Ayrshire and central Glasgow in off-peak hours. For lorry transits to the Mossend Euro Terminal, the journey via the Ayr Road Route and the congested Kingston Bridge would actually be 5 miles longer than by the Eaglesham Moor Road.

Fact: Road evaluation techniques have been heavily criticised for their emphasis on time saving for motorists, at the expense of noise, air pollution and visual intrusion for others.

Fact: A 1993 study for the GMB trade union found that 41% of households in Kilmarnock & Loudoun District did not have access to a car - in Glasgow District the figure was 65%. In Arden, Corkerhill, Darnley and Nitshill - the areas where the Ayr Road Route will have the worst impact - an even higher proportion of households do not have cars, and therefore will get no compensating benefit from the new road.

"Very few people in Darnley can afford to run a car...It seems quite unfair that in order to relieve the problems of motorists, non-motorists should be penalised...If the Ayr Road comes it will be another example of bureaucracy ignoring the wishes of the people. This is at the root of Scotland's problems in the peripheral estates. If the Ayr Road goes through it will increase illness and bring the death of hope."

*Dr Sonja M Hunt, BSc Hon, MSc, PhD, FBPS, FRSH,
Research Fellow Edinburgh University Research Unit in
Health and Behavioural Change, Ayr Road Route Inquiry, 1988.*

Cutting road accidents?

In addition to time savings, the other main element of scheme evaluation attempts to measure the reduction of accidents consequent upon shifting traffic away from residential streets to relatively safer dual carriageway or motorway.

Fact: The evaluation method used for the Ayr Road Route proposal took no account of the additional city-wide traffic - and hence road accidents - which would be generated by the new road.

Fact: No comparison was made with alternative means of cutting accidents, such as traffic calming or installation of speed cameras - both of which have been introduced successfully in Strathclyde since 1988.

Fact: The 20% reduction in accidents originally forecast to result from the Ayr Road Route (cost £51 million) contrasts with typical casualty reduction rates of 40-80% as a result of major traffic calming initiatives (cost £500,000 or less per scheme) or speed camera installation (cost £150,000 or less per scheme).

"The current emphasis on time saving means that the benefits from investment in new trunk roads are exaggerated compared with investment in local bypasses and traffic management schemes designed to improve environmental quality and reduce accidents."

*David Begg, Napier University transport economist,
Moving Scotland into the 21st century', John Wheatley Centre, 1992.*

LOCAL INFO.

BEFORE THE DAY

- * Check the address to be home or that your name is on the door so that police can verify your address (if arrested)
- * Take pictures, look for something to prove that you're "a friend of your liberation...". You should be able to take them with you into the cell.
- * Agree to "buddy" up with someone at the day (who will be doing a similar job to yourself).

ON THE DAY

- * Be nice to people - police/parole/corrections. Cooperate as much as possible with them whilst doing what you need to do. Try and keep the atmosphere light and relaxed. If it does get heavy - remember why you are there and what a great job you are doing.
- * Be aware of security cameras - especially if you see something that would be useful to "buddy". Assume you are NOT being taken it would be best to write down any info rather than take any documents (you could be charged with theft), however, as what you feel is right at the time.
- * They are here where you can get them in an emergency but out of the way of the police as they can't strip search you in public (as you'll be harder to control). If you are searched at the station it WILL be an offence of the same one.
- * Don't go up to read "buddy" - keep each other relaxed and have a laugh. NOT the way of your security/parole/corrections if NOT it IS lifted.
- * Unless you feel confident talking to the press before then to the newspapers.
- * Be polite with the police (if possible) but don't tell them ANYTHING. There is NO sympathy but before then to legal support or representatives if necessary.

IF LIFTED

- * Be WITNESS to the police. You are only obliged to give your name, address and D.O.B. (generally if they are asking questions they don't have enough to charge you).
- * You can only be held at the station for 4 hours without being charged. This starts from arrival at the station or when a copy of the lift.
- * They will take jewellery and other belongings from you - make sure you get the bag and sign directly after the last item written.
- * They are entitled to use phone call. Call YOUR NUMBER.
- * If let go then you are free. They can call any OFFICIALS/RELATIVES for you.
- * You have the right to see a lawyer - as the British Refugee & Asylum (Refugees) Act says on the day if you are unrepresented eg. if you have been charged with something serious. PH. 0800 555111.

IF CHARGED

- * You will be fingerprinted and photographed.
- * You are entitled to emergency food, clothes, bedding and bus rail.
- * You have the right to see a DS if hurt or injured.
- * You will most likely be released the same day with bail - unless it is a serious charge in which case you will see a magistrate at the earliest possible time eg. the next morning. If the court happens remember there are people on the outside waiting for your release.

ON RELEASE - GET TO WORK! THE DAY.

PHYSICAL CHARGE

- Arrest of Home. Generally not very serious is, released same day.
- Physical Charge, impossible to predict police action, however, if/for Charge had charge between for police to catch her and was never charged with any charges.
- There are NO charges law to every kind of Charge.

TOOT
YOUR
HORN
SHOW
YOUR
SUPPORT







THE M77 IS
PLANNED DESTRUCTION

WHAT ABOUT
THE **SOCIAL**
STRATEGY IN
FAVOUR OF THE
DISADVANTAGED
COMMUNITIES?

M.77
CORKERHILL
CHILDREN
VICTIMS!
SOCIAL APARTHEID
AND ENVIRONMENT
RAPE !!









A ROUTE FOR NEW INDUSTRY ?

Q. Hasn't the building of the national motorway network over the last 30 years had an enormous impact on the pattern of industrial development ?

A. The main effect has been to concentrate manufacturing and distribution into fewer and larger units. As the area served from any one point has increased, the number of factories and warehouses has decreased. In essence, small factories have been replaced by large lorries. As the Labour Party Policy Commission on the Environment noted earlier this year, "a new road link can suck economic activity out of a region as easily as it can bring activity and prosperity in."

Q. But look at all the new manufacturing and distribution firms along the M74 and M8 motorways in Lanarkshire - weren't they attracted by good road transport links ?

A. Studies have shown that relocation of industry facilitated by transport improvements tends to shift industry around within a region. In other words, there is no net benefit to the region as a whole, but areas close to better transport links may benefit disproportionately if other more important industrial location factors can also be satisfied at these sites - so job gains for Bellshill and Newhouse may simply be job losses from inner-city Glasgow.

In practice, factors other than transport are much more influential in attracting new firms. Government grants, low-priced land, skilled labour, good schools, shopping and leisure facilities, low crime levels and an attractive environment - access to all these is crucial, and varies enormously from one potential location to another.

The absence of the M77 has not been a barrier to attracting modern industry - such as the Caledonian Paper Mill at Irvine - to Ayrshire. Authoritative studies, including a recent report for Greenpeace which analysed 34 towns and cities in England and Wales, have found no evidence of a positive relationship between road accessibility and economic performance.

Q. So why do economic development agencies and local authorities still seem so keen on new roads ?

A. For the last forty years they have been on the receiving end of road lobby propaganda arguing the supposed economic case for new roads. Research papers which demonstrate the contrary don't get the same expensive promotion and publicity.

Because Government transport and land use planning policies have given priority to roads for many years, it's understandable there should be a desire to be "on the motorway map". However, as road transport becomes more costly and less reliable because of traffic congestion and environmental legislation, industrialists and development agencies will increasingly want access to direct rail freight links to deep-sea ports and the Channel Tunnel.

A ROUTE FOR EXPORTS ?

Q. Won't the M77 make a significant difference to Ayrshire's big exporting industries ?

A. For southbound lorries, the M77 would be a diversion in the wrong direction, and the time saving compared with the existing A77 would represent a tiny percentage of total journey time to England or the continent. Lorries heading for the Mossend Euro Terminal would have a 5-mile shorter journey using the proposed Eaglesham bypass, particularly important during peak hours when the journey via the M77 and the centre of Glasgow would be slow and unreliable.

Ayrshire's big exporting industries - such as paper and whisky - are ideally suited to rail transport. They would benefit significantly from the establishment of a modern rail container terminal to serve the Kilmarnock / Prestwick Airport / Irvine axis. This terminal would provide fast and reliable rail links to deep-sea ports and the Channel Tunnel. Ayrshire is served by the Anglo-Scottish main line from Glasgow to Dumfries and Carlisle, plus the Stranraer feeder line for Northern Ireland - so it's well placed to get on the European rail freight map.

A ROUTE TO NEW JOBS ?

Q. Even if the M77 doesn't bring in new industries, surely it will create temporary construction jobs ?

A. Road construction generates the fewest jobs of any public infrastructure investment. Pound for pound there are other far more cost-effective ways of creating long-lasting local employment. A higher priority for road maintenance would create permanent jobs rooted in local communities. A change of policy to allow capital to be switched to revenue expenditure would attract popular support. Major rail investment would offer the prospect of an employment boost for supply industries located in Kilmarnock, Shotts and Wishaw, as well as new openings for train drivers, conductors and maintenance staff in Glasgow and Ayrshire.

A ROUTE TO CHEAPER PRICES ?

Q. Won't the M77 cut transport costs for Ayrshire industries, and make them more competitive ?

A. Only to a trivial extent. For most firms, transport costs are just 2%-5% of total costs, and many of these relate to waiting, loading, unloading and paperwork. So the impact of the M77 would represent a minuscule saving on existing transport arrangements - and it would generate further traffic growth, congesting local roads and slowing down commercial traffic. In the future, the biggest potential for transport cost savings lies in rail services which can take greater advantage of technological development for higher speed and even heavier train weights.

so what is the alternative.....?



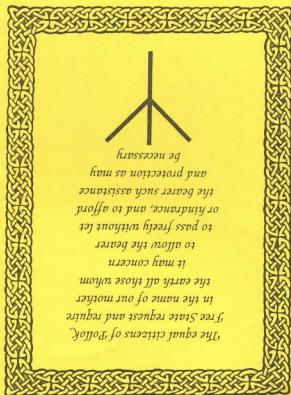




Passport

The Independent Free Area of Pollok Free State

Pollok Name
 Passport No:
 Tree adopted:



But vicious folks aye hate to see,
 The works o' virtue thrive, man;
 The courtly vermin's banned the tree,
 And grat to see it thrive, man;
 King Loui' thought to cut it down,
 When it was unco sma', man;
 For this the watchman cracked his crown
 Cut aff his head and a' man.

For freedom standing by a tree,
 Her sons did loudly ca' man;
 She sang a song o' liberty,
 Which pleased them ane and a', man
 By her inspired, the new born race
 She drew the avenging steel, man;
 The hirelings ran - her foes gied chase,
 And banded the despot eel, man.

From "The Tree of Liberty", Robert Burns



Passport

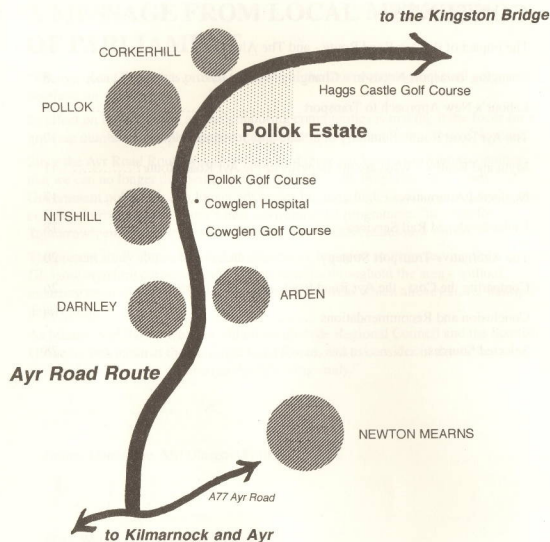
Evidence of Citizenship











"the said lands should remain forever as open spaces or woodland for the enhancement of the beauty of the neighbourhood and so far as possible for the benefit of the citizens of Glasgow."

Pollok Estate Conservation Agreement, National Trust for Scotland and Sir John Stirling Maxwell, 1939.

The Ayr Road Route The Alternative

would:

- exacerbate health problems in areas of multiple deprivation
- funnel up to 53,000 vehicles a day towards the Kingston Bridge
- generate increased traffic
- result in more noise and destruction of amenity
- facilitate car commuting
- destroy the tranquillity of the western Pollok Estate
- damage valuable wildlife habitats
- bulldoze a 77 foot wide swathe through south west Glasgow
- lead to more city-wide road accidents and air pollution
- encourage sprawling out-of-town developments
- draw passengers away from subsidised rail services
- give further advantages to motorists
- bring temporary traffic relief to Eastwood

would:

- minimise environmental impact
- channel through traffic away from Glasgow and its suburbs
- create space for essential vehicles
- calm and control traffic impact
- transform public transport
- conserve vital open space and parkland
- maintain biological diversity
- stabilise and then reduce traffic levels in the city
- cut road accidents and toxic emissions
- protect existing shopping centres accessible to non car owners
- increase use of the rail network
- spread benefits to users of public transport, pedestrians & cyclists
- ensure long-term traffic relief in Eastwood and south Glasgow

